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THE EAST RIVER BRIDGE.

To the thousands who daily cross the East River on their ferry boat trips between New York and Brooklyn, and to those travellers by the Sound steamers to whom the great structure, which has been slowly growing up from the banks and stretching its web work of iron over the river, is less familiar, the East River or Brooklyn Bridge now presents a more interesting spectacle than ever before. The placing of the floor beams excites much curiosity among people generally who are watching the work as well as among engineers and builders, who have found in the different stages of work on the bridge a valuable field for study and conjecture. An interesting description of the work now in progress and facts concerning this great suspension bridge are given by the Scientific American as follows:

"The work of suspending the floor beams progresses with practical uniformity at both towers and on both sides of each tower, the design being to keep the strains on the masonry as equally balanced as possible. At this writing about twenty-five beams are in place on each side of the two towers, or something near a hundred in all. Suspender ropes are in place for more than twice as many additional beams, there being four suspenders to each beam.

From below the suspenders look like spider lines; they are, however, stout ropes of steel wire, from $1\frac{1}{8}$ to $1\frac{1}{4}$ inches in diameter, and able to sustain a weight of 50 tons, or more each, or five times the heaviest load likely ever to fall upon them. The bands by which the suspenders are attached to the cables above are of wrought iron, five-eighths inch thick by 5 inches wide. They were put on when the cables were being wound, and fit closely to the cables. On the outer side the ends of the bands terminate in two lugs, seven-eighths inch thick. An iron screw bolt, $1\frac{1}{2}$ inches in diameter passes through the lugs to hold the suspender socket and to tighten the band around the cable. The bands were put on by the winders, who heated the backs of the bands in little forges until they could be

opened far enough to let them go over the cable. The two ends of the band were then drawn together, a thin plate of iron being slipped between the cable and the hot band so as to protect the galvanizing of the wire of the wrapping until the band was cool. To these bands the suspender ropes are attached by means of wrought iron closed sockets. On the lower end of each suspender is a cast iron socket for the reception of the stirrup rods which hold the floor beam. The stirrup rods have long screw threads, by means of which the beam can be raised or lowered to regulate the floor grade, it being impossible to cut and fasten the suspenders to the exact length required.

The floor beams are made in halves at the steel works; are landed at the foot of the towers; are hoisted to the level of the bridge floor and run out upon a tramway to the point of suspension; and after being attached to the suspenders are securely riveted together, making a continuous beam the entire breadth of the bridge, or 85 feet. These floor beams are unlike any ever before used on a suspension bridge. They are 32 inches deep, 9 $\frac{1}{2}$ inches wide, and weigh four tons. Each beam has two top and two bottom chords tied and braced together in the form of a triangular lattice girder. The chords are of steel channel bars. The main beams are suspended 7 feet 6 inches from centers, and between each pair of principal beams a lighter I beam is placed, resting on the truss chords, so that the floor planking will be supported and fastened every 3 feet 9 inches from centers. Wooden bridging will be inserted between the beams to resist the strain of the over floor stays. The longitudinal trusses are six in number, dividing the bridge floor into five sections. The two outside sections, 18 feet 6 inches in width, are for vehicles. A tramway will also be laid down in each, in case it may ever be desirable to run street cars across the bridge. Inside the carriageways will be two railways for cars to be propelled by an endless iron rope, operated by a stationary engine. Between the railways, and elevated 12 feet above them, will be a footwalk, 15 feet wide. This promenade will

be the first part of the structure completed, since it will be needed for the workmen upon other parts of the superstructure. On both sides of the river the masonry of the approaches to the bridge is substantially finished."

A PROMISING FIELD FOR ENTERPRISING EXPLORERS.

The San Francisco News Letter says: When the late Secretary Seward purchased Alaska from the Czar he was not aware of the fact that he was getting with his countless furs, seals, fisheries, mines, and icebergs, one of the greatest rivers in the world, and now almost demonstrated to be of greater volume than the Mississippi. Such a stream is the Yucon.

The vast region it waters remains as much a terra incognita as the Congo. In fact, while the latter has been once explored—by Stanley—from the point where Livingstone turned back down to the Atlantic Ocean, and by Livingstone from its extreme sources to where Stanley's explorations began, no traveler has ever yet seen the upper water of the Yucon or has been able to enlighten the world as to its length or its source, or the region it drains.

Here, then, is an opening for enterprise and ambition, more fruitful of promise than anything as yet unrevealed in Africa or the Arctic Sea, and probably less dangerous. That the country contains mines of gold and silver, we may readily conjecture from the fact that such mines exist on all sides of it. The river is navigable for hundreds of miles. It is free from ice from June to September. Its banks are flanked below with Indian villages. Its waters are filled with fish, for the support of human life, and its woods with game. The mountains in which it rises are unknown to white men, but, as they are generally believed to be stored with that sort of treasure which led to the rapid settlement of California and to the expansion of commerce on the South and Central Pacific, there is the strongest sort of temptation on the part of thousands to see them, test them, and dig them up, if the treasure can be found.

The Government has many vessels lying idle and uselessly rotting for the want of ac-

tion. Why not fit one of them up for a two or three years' cruise on this great unexplored river of the North? The discovery of gold mines there would lead instantly to a large migration from all parts of the world, and in a few years contribute millions to the commerce of the Southern Pacific States and Territories.

A Model Street Car.

The Philadelphia Record says that a new street car has just been introduced into that city which in an artistic and sanitary point of view, is a decided innovation, and then describes it as follows:

Perfect ventilation has been secured by a perforated ceiling. The dome lamp in the centre and the side lights add increased brilliancy to the interior, besides dispensing with the obnoxious smell of oil. The windows are quite large, and besides having a patent anti-rattling attachment, are so arranged that, when desired, they can be opened to an extent that makes practically an open summer car. The platforms are made very low purposely to accommodate children and ladies. The conductor can be signaled by the passenger without rising from his seat. Above the driver's head, suspended by pivots to the roof, is a mirror set at an angle, giving him a full view of the interior. The conductor is also provided with a mirror, enabling him, by standing with his back to the door, to keep a lookout for passengers in and out of the car. Each car has a contrivance entirely novel for preventing accidents to horses which might fall down and be exposed otherwise to injury by being dragged beneath the car. Another arrangement in front of the fore wheels is designed to save human life. A further device relieves the horses from all strain in starting and, above all, the springs and spring-bed are of a new pattern, permitting the car to turn curves as on a pivot, without a jar or noise.

New Railway Signal.

The London, Ont., Free Press says that there is now on exhibition in that city an appliance intended to supersede all present modes of railway signalling. It works by electricity, and it is claimed by the inventor that it can be worked at any required distance, that it is as nearly automatic as possible. The train despatcher presses a button which sets the signal in motion, and an indicator or "reply" shows what signal has been given, i. e., whether "clear," "caution," or "danger." In case of breakage of wires communicating from signal to indicator the signal will go immediately to "danger." Another very important improvement is that the lamp cannot be lighted unless the machine is properly arranged. Only a single line of wire is necessary to communicate with signal and indicator, and there is a positive indication given on the indicator when the signal comes to "danger." The external appearance of the semaphore is all that could be desired for the purpose for which it was intended. The "Electric Railway Signal" was the invention of the late Robert Watson, but it has been improved and altered by Mr. Josiah Nesbitt, of Toronto.

The Erie Railway Company has just issued a free pamphlet entitled "Summer Homes and Sports," which is a directory to the many Summer resorts among the streams and hills along that line, giving full particulars as to trout and bass fishing, where to stop, and what it will cost.

It may be had at any of the company's offices in the City.

Commerce of New York.

The foreign imports at New York for the month of April, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumption	\$22,064,758	\$18,246,108
Do. for warehousing	14,838,718	8,464,851
Free goods	10,890,473	10,765,417
Specie and bullion	410,319	15,888,746

Total entered at port	\$47,704,263	\$52,889,617
Withdrawn fr. wareh'ise	6,112,693	8,598,000

The foreign imports at New York for four months from January 1, were:

	1880.	1881.
Entered for consumption	\$88,189,358	\$72,587,318
Do. for warehousing	39,360,366	29,034,271
Free goods	43,763,273	42,031,040
Specie and bullion	3,052,533	28,010,376

Total entered at port	\$174,865,530	\$171,663,000
Withdrawn fr. wareh'ise	27,554,144	30,798,211

The foreign imports at New York for ten months ending with April, were:

	1880.	1881.
6 months ending Jan. 1	\$266,228,601	\$280,770,515
January	40,897,154	36,085,359
February	40,165,384	34,157,268
March	45,598,729	48,580,761
April	47,704,263	52,889,617

Total 10 mos.	\$440,594,131	\$452,433,515
Deduct specie	81,795,704	98,604,912

Total mds.	\$358,798,427	\$353,828,603
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The duties received at New York for ten months ending with April, were:

	1880.	1881.
6 months ending Jan. 1	\$59,271,080 94	\$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,254,602 24	11,217,766 87
March	14,469,557 65	13,122,964 08
April	11,901,071 43	11,678,760 93

Total	\$109,856,990 04	\$116,185,593 78
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The exports from New York to foreign ports for the month of April, were:

	1880.	1881.
Domestic produce	\$34,167,697	\$29,156,110
Foreign free goods	131,523	690,261
Do. dutiable	370,328	517,044
Specie and bullion	194,633	1,206,984

Total exports	\$34,864,181	\$31,570,399
Do. exclusive of specie	34,669,548	30,363,415

The exports from New York to foreign ports for four months from January 1, were:

	1880.	1881.
Domestic produce	\$115,272,408	\$119,240,101
Foreign free goods	953,825	3,931,249
Do. dutiable	1,877,488	1,883,972
Specie and bullion	3,232,287	4,730,063

Total exports	\$120,836,008	\$129,785,385
Do. exclusive of specie	117,603,721	125,055,322

The exports (exclusive of specie) from New York to foreign ports for ten months of the fiscal year:

	1880.	1881.
Six months ending Jan. 1	\$197,760,586	\$220,839,350
January	25,416,566	30,264,919
February	23,891,148	23,136,303
March	33,626,459	36,290,685
April	34,669,548	30,363,415

Total produce	\$315,364,307	\$345,894,672
Add specie	6,565,335	9,379,464

Total exports	\$321,929,660	\$355,274,136
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Limited Passenger Ticket Good for a Passage if Presented within the Period of Limitation.

J. M. Evans, a citizen of St. Louis, bought on the 26th of February last from a scalper a limited ticket from St. Louis to Little Rock, paying \$9 therefor, the regular fare being \$14 35. The limitation of the ticket expired at midnight of the day it was bought. Evans entered a car of the St. Louis, Iron Mountain and Southern Railroad at 9 o'clock that night, and when the conductor first went around for tickets exhibited to him the ticket he had purchased, and was informed that it would expire at midnight. When that time came the train had reached a point 85 miles from St. Louis, near Arcadia. Evans was told that he must get out there, but he remonstrated and first offered \$1 50 and then \$1 75 to be allowed to ride till morning. His offer was refused and he was put off in the wilderness, the night being dark, cold and rainy. In trying to grope his way along in the darkness he fell into a cattle guard and received some bruises and abrasions. He filed a suit against the company, laying his damages at \$1,000, and the case was tried in Judge Horner's court at St. Louis on the 11th inst. The defence was the expiration of the ticket, but the court held the law to be that the ticket was good for a passage to Little Rock from St. Louis if presented for passage within the period of limitation. The jury rendered a verdict for plaintiff for \$250.

Steel Rails for the Canada Pacific Railway.

A dispatch, dated Montreal, May 14, cites as an evidence of how energetically the Pacific Railway Company is entering upon the carrying out of its great undertaking, the fact that seventeen car loads of steel rails have just been landed from the steamship Winnipeg, and loaded for transmission to the Northwest by railway. The order for these rails was sent to England after the ratification of the contract by Parliament, and the order for building the cars was given at the same time to the Ontario Car Company of London, not quite three months since. Before the Government could have accomplished this work by following out their system of advertising for tenders and the like it would have taken more than double the time, and the rails would have been arriving in the fall, just too late to be laid this year. The advantage of having an enterprising company doing the work cannot be better demonstrated than by such an example as this of how to do business.

A car for transportation of live fish, constructed by order of the United States Fish Commission, by the Philadelphia, Wilmington and Baltimore Railroad Company, arrived in Baltimore recently. It is furnished with patent refrigerators and fastenings. It will be supplied with tanks divided into compartments. The car will be used by Prof. Baird for the transportation of fish for propagation to every section of the country.

The Pittsburg, Virginia and Charleston Railroad was formally opened to Brownsville on the 16th inst.

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New York, Saturday, May 21, 1881.

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Railroad Commissioners' Convention.

The convention of State Railroad Commissioners, which it is proposed to hold sometime next month at Louisville, Ky., will be one of especial interest owing to the extended agitation of the railroad question which the past winter has witnessed in the various States, and if fully attended and wisely conducted it can be made advantageous alike to commissioners, the States they represent, the railroads and the people. Of the twenty one States now having such commissions several have adopted them within the past few months, and while they have given them widely differing powers there are many duties assigned common to all, for the better performance of which a conference should prove a valuable aid. Among the commissioners who will at-

tend a number have but just taken their office, and they will come direct from legislative halls where their duties have not been over clearly defined, though discussed too often in ways far from unprejudiced or practical. The entire history of railroad commissions is brief, embracing perhaps a dozen years; the first national convention of railroad commissioners was held at Springfield, Ill., in July 1875 and it has been since that date that commissions have been generally adopted throughout the country. But among those who will meet at the coming convention are several men who have been continuously connected with the Boards of their respective States since the commissions were first organized; men who have earnestly and faithfully studied the duties devolving upon them and have so performed them that the efficiency and utility of such commissions, when wisely conducted, have been demonstrated. Of such commissioners those who are now for the first time taking upon themselves the duties of the office can learn much that will be of advantage to them and the interests they represent.

Among other things which they will find, contrary perhaps to some of the ideas which may have fallen upon them with their appointments from much muddled legislatures, is that it is not so much the creation of railroad commissions that railroad men object to as it is the assumption by any inexperienced man, officially or otherwise, of the duties of railroad managers. Railroad commissioners and railroad managers when both understand their duties and their privileges, and consistently try to direct their course according to the same, as a rule find few antagonistic relations developed between them, excepting where unwise legislative action has made the duties of the State official unreasonably whimsical in character and as unpleasant as unprofitable in execution. While the functions of the various commissions differ so widely there are still many characteristics common to all, that can be discussed to advantage in such a conference, and they relate chiefly to practical matters, pertaining to the adoption of uniform and simple methods for obtaining the information desired from railroad companies; the most important duty of such commissions and the main purpose of their establishment. The policy adopted by the convention of 1879 was to avoid all discussion of abstract questions relating to railroads, and to confine the work to practical subjects connected with the primary duties of the commissioner's office, and the same policy adhered to this year will be more productive of good than would be possible under any assuming or ambitious policy that may have been incited during the past winter by ill-advised and unscrupulous attacks upon general railroad management.

NORFOLK gives promise of rapidly taking the important position as a business center and

a shipping point, which its desirable location warranted even at a much earlier period in its history. Its excellent harbor and various shipping advantages will soon be utilized to an extent that will vastly increase the commercial importance of the city. The extension of the Chesapeake and Ohio Railway and early direct communication with the Southwest and the Pacific States will not only revive and greatly extend the shipping interests of that port but will add new impetus to the activity of business enterprises and local industries, which have shown a new life during the past few years. From statistics recently published it appears that the exports of Norfolk, which in 1865 amounted to but \$11,538, rose last year to \$18,895,158; the cotton trade showing an increase from 6,174 bales in 1858-59 to 585,514 bales for the first six months of the cotton year of 1880-81.

Temperance Among Railroad Men.

Occasional items are found floating about, assuming the character of news in many papers in regard to certain railroad managers requiring of employees abstinence from the use of intoxicating drinks while on duty. It is spoken of as though such requirements were the exception rather than the rule, while it should be well known that in regard to no duties are railroad rules universally more strict, and their enforcement more rigidly carried out, in all departments of any responsibility or trust, than concerning that duty which demands of an employee a clear brain and steady nerves, which the use of alcoholic liquors is liable to make at any moment impossibilities. One of the first questions asked of an applicant for a position on a railroad, and one of the most important features essential to a good recommendation to such a position, will generally touch upon a man's habits as to temperance. While there must be of necessity more or less use of alcoholic drinks among railroad men, cases of intoxication among them as compared with the same number of men in other trying positions are exceedingly rare at any time, and especially so when upon duty. To their credit it can truthfully be said that this good result comes as much from a sense of honor and duty among these frequently overtaxed men as from any fear of discharge. But the rules in regard to intemperance are exceedingly strict on all well managed railroads, and on many roads no employee in any capacity whatsoever can remain who is known to use intoxicating liquors at all.

The railroad companies are doing a great deal to encourage temperance by forming voluntary temperance societies, and with considerable success, and the movement is a most worthy one and commends itself to all; but where pledges have been required of employees there has naturally been found some opposition, though when presented in the right spirit the requirement is one that it is pleasant to be-

lieve is becoming more and more cheerfully complied with. The compulsory nature of the forced pledge is likely to be looked upon as one of its most disagreeable features to the intelligent railroad man who considers his own welfare and that of others, and appreciates the responsibilities in many cases resting upon him. Concerning the injurious effects of alcoholic liquors there can be no question, and the evils from their use to which railroad men are peculiarly liable are pointedly spoken of as follows by the surgeon of the Denver and Rio Grande Railway: "The continued or the excessive periodical use of malt or alcoholic liquors should be abstained from by every one engaged in operating the road, not only on account of the great risks of life and property incurred by intrusting them to the oversight of those whose intellects may be dulled at times when most care is needed, but also, and essentially, because habitual drinking has a very bad effect upon the constitution, which is a serious matter to men so liable to injury as railroad employees are. It so lessens the recuperative powers of the body that simple wounds are followed by the most serious and dangerous complications. Fractures unite slowly, if at all, and wounds of a grave nature, such as those requiring the loss of limb, are almost sure to end fatally. No employee can afford to take such risks, and the railway company can not assume such responsibilities."

Organization.

William S. Conner has been elected president, Samuel T. Miller secretary, and Edward H. Green superintendent, of the Delaware Shore Railroad Company.

The following gentlemen have been elected trustees of the Olsen Gold Mining Company: Milton S. Latham, Wm. M. Lott, J. M. Alexander, L. M. Jones, Thos. Bell, T. F. James and Jno. Turnbull.

The Bradford, Eldred and Cuba Railroad Company filed articles of incorporation at Albany on the 11th inst., capital, \$500,000. The road is to be entirely in Allegany County.

The Texas Western Railway Company on the 12th inst., filed amendments to its charter, the principal amendment providing for the construction of a line from Houston to Galveston.

The Rockaway Beach (N. Y.) Transit Company has filed articles of incorporation, capital \$100,000, the road running on both sides of the beach to the hotel of the Rockaway Beach Improvement Company.

Articles of association of the Louisville, New Albany and Corydon Railroad Company were filed with the Secretary of State of Indiana on the 14th inst. The capital stock is \$100,000, and the directors are: Bennett H. Young, St. John Boyle Charles Goodshaw, George Lyman, S. M. Stockslager, Thomas McGrahn and Samuel J. Wright.

At a meeting of the stockholders of the California Southern Railroad Company, at San Diego, Cal., on the 3d inst., Thomas Nickerson, Thomas L. Rogers, M. A. Lull, Joseph G. Osgood and J. S. Gordon were elected directors. The officers are: President, Thomas Nickerson; vice president, Thos. L. Rogers; Secretary, G. N. Weaver; Treasurer, S. W. Reynolds; attor-

ney, Henry E. Cooper; Chief Engineer, Joseph O. Osgood; auditor, J. H. Goodspeed.

A despatch from Portland, Oregon, dated May 11th, says the board of directors of the Oregon and California Railroad Company has elected Henry Villard president, vice R. Koehler, resigned. Paul Schulze and C. H. Lewis resigned as directors, and C. E. B. Robertson and A. G. Cunningham were elected to the vacancies. R. Koehler will act as manager for the present.

At the recent annual meeting of the Ashuelot Railroad Company, the following officers and directors were re-elected for the ensuing year: A. B. Harris, president; E. F. Lane, Treasurer; F. F. Lane, clerk; Oscar Edwards, James A. Rumrill, Tilly Haynes and Henry Colony. Seth Hunt was also re-elected assistant treasurer, and George E. Frink auditor. The office of the company is at Keene, N. H.

At a meeting of the Board of Directors of the Pittsburgh, Cincinnati and St. Louis Railway Company, held on the 13th inst., the following officers were elected, G. B. Roberts, president; J. N. McCullough, first vice president; William Thaw, second vice president; Thomas D. Messler, third vice president and controller; S. B. Liggett, secretary; Stephen W. White, assistant secretary; M. C. Spencer, treasurer.

The board of directors of the Joplin and Galena Railroad Company of Missouri at its recent meeting elected the following officers: C. W. Rogers, president; John O'Day, vice president; T. W. Lillie, secretary and treasurer; A. Douglass, assistant secretary. The contract was ratified for the building of the line from Joplin to Galena, Faulkner, Duffender & Co. being the contractors. Trains are to be running inside of sixty days.

The directors of the Petroleum Exchange, in this city, recently elected, are: Josiah Lombard, Livingston Roe, C. Trube, Nicholas Mehlen, Daniel Goette, H. Robbins, G. W. Stahl, George H. Lincoln, D. R. Offley, George F. Gregory, William Jay Ives and E. Schalk. The officers are: President L. H. Smith, first vice-president W. W. Miller, second vice-president C. F. Ackerman, secretary J. F. Hughes, treasurer Henry M. Curtis.

At the annual meeting of the stockholders of the Cheshire Railroad Company, held at Keene, N. H., on the 11th inst., the following directors were chosen: William A. Russell, E. Murdock, jr., Samuel Gould, George F. Williams, John B. Moer, Edward C. Thayer, James H. Williams. The net earnings of the road for the year were \$64,671. The management continues to substitute new steel rails, and the road is nearly equipped with them. New engines are rapidly replacing the old ones.

At the annual meeting of the Lake Shore and Michigan Southern Railway Company, held at Cleveland, Ohio, on the 4th inst., the following gentlemen were re-elected directors for the ensuing year: William H. Vanderbilt, Augustus Schell, Samuel F. Barger, Cornelius Vanderbilt, William K. Vanderbilt, John E. Burrill, Darius O. Mills, New York; Henry B. Payne, Amasa Stone, Cleveland; Albert Keep, Chicago; William L. Scott, Charles M. Reed, Erie; Russelas Brown, Warren, Pa. All the old officers were re-elected.

The stockholders of the Delaware and Hudson Canal Company held their annual meeting on the 10th inst., and elected the following gentlemen as a board of managers for the ensuing year: A. A. Low, James M. Halstead Le Grand B. Cannon, Thomas Cornell, Robert S. Hone, James R. Taylor, Thomas Dickson, John Jacob Astor, James Roosevelt, Adolphus Hamilton, Abraham R. Van Nest, Hugh J. Jewett, and David Dows. Mr. Jewett takes the place

of Levi P. Morton, and David Dows that of George Cabot Ward. At a subsequent meeting of the directors, Thomas Dickson was re-elected President.

At Harrisburg, Penn., on the 10th inst., charters were granted to the Ohio and Baltimore Short Line Railway Company, running from Washington, Penn., to Connellsville, designed as a branch of the Baltimore and Ohio Railroad; and the New York, Pittsburg and Chicago Railroad Company, running from the mouth of the Mahoning river, in Lawrence county, to Pittsburg, a distance of 45 miles. A Merger was also recorded of the Pittsburg and Western Railroad Company of Pennsylvania with the Pittsburg and Western Railroad Company of West Virginia, with James H. Hopkins as president.

At the recent annual meeting of the directors of the Indiana and Chicago Railway Company, held at the company's office in Goodland, Newton County, Ind., for the purpose of organization, the following officers were chosen for the ensuing year, viz: William Foster, president; George Hardy, vice-president; Solomon C. Spoor, treasurer, and Z. F. Little, secretary. This contemplated line of road runs from Chicago to Attila, thence south to Brazil, Clay County, Ind., and will be of importance to the country through which it runs as well as Chicago. The line is located through the counties of Lake, Newton, Benton and Warren. In Newton and Benton counties the larger part of the grading is done.

At a meeting in Louisville, Ky., on the 11th inst., of the stockholders of the Pullman Southern Car Company, the following board of directors was elected: George M. Pullman, George F. Brown and C. H. Davie, Chicago; R. B. Bullock, Atlanta; M. Burns, Nashville; A. M. Quarrier, E. D. Sandiford, W. C. Hite and W. F. Harris, Louisville. The board elected George M. Pullman president, George F. Brown vice president, W. C. Hite second vice president, C. H. Davie general accountant, A. S. Weinsheimer secretary and Thomas Hayes general superintendent. For the year ending March 31 the gross earnings were \$235,079; expenses, &c., \$112,344; net revenue, \$123,735.

Articles of incorporation of the following Mining Companies have been filed in the office of the county clerk of New York County: The North American Consolidated Silver Mining Company; capital stock, \$500,000, divided into 250,000 shares of \$2 each; trustees, Abel D. Breed and six others. The Cincinnati Consolidated Mining Company; capital stock, \$500,000, divided into 250,000 shares of \$2 each; trustees, Abel D. Breed and six others. The Humboldt Queen Gold and Silver Mining Company of Nevada; capital stock, \$2,000,000, divided into 200,000 shares of \$10 each; trustees James W. Mills and four others. The Golden Rule Consolidated Mining Company. Capital stock, \$200,000, divided into 200,000 shares of \$1 each. Trustees, Meyer S. Isaacs and four others.

The Secretary of State of Illinois has licensed Andrew Crawford, Joseph T. Torrence, Chas. B. Lawyer, Arthur N. Sullivan and John A. Baker of Chicago to organize the Chicago and Western Indiana Belt Railway company of Chicago, with a capital of \$500,000. The object is to construct a railroad from a point on or near the east line of the town of Hyde Park to a point on or near the east line of the town of Lake View, connecting with all the railroads leading into Chicago, with one or more branches and tracks to connect with warehouses, elevators, docks, stock-yards, mills, manufacturing establishments, along or near its route, all in Cook county; for the transaction of a general transportation business.

The first board of directors are the above named persons.

The following directors of the companies named were recently elected in Philadelphia: Sunbury, Hazleton and Wilkesbarre—President, J. N. Dubarry; directors, D. B. Cummins, Wistar Morris Henry M. Phillips, G. B. Roberts, Edmund Smith, John Price Wetherill. Shomokin Valley and Pottsville—President, George B. Roberts; managers, Wistar Morris, J. N. Dubarry, Jacob P. Jones, A. J. Cassett, Edmund Smith, John P. Green. Tyrone and Clearfield—President, J. N. Dubarry; directors, Wistar Morris, Strickland Kneass, Henry M. Phillips, G. B. Roberts, N. P. Shortridge, Edmund Smith. The Brandywine and Waynesburg—President, John Carnog; directors, J. N. Dubarry, Edmund Smith, G. B. Roberts, S. M. Felton, N. P. Shortridge, Wistar Morris, S. Kneass, William Morton, J. M. Sloob, B. F. Kinzer, James McClune, Amos Diller. The Chartiers Railway Company—President, G. B. Roberts; directors, S. M. Felton, Alexander Biddle, N. P. Shortridge, Wistar Morris, Strickland Kneass and J. N. Dubarry. The Pomeroy and State Line—President, Strickland Kneass; directors, G. B. Roberts, Edward Smith, Wistar Morris, Eli Slifer, James P. Cohen and S. C. Stewart. Catawissa Railroad—President, M. P. Hutchinson; directors, I. V. Williamson, F. K. Shipper, Emmor Weaver, George C. Carson, Joseph C. Harris, John S. Graham. Elmira and Williamsport—President, Thomas Neilson; managers, Thomas Kimber, William Read Fisher, Lewis P. Geiger, Thomas K. Longstreth, Alexander Bacon, William D. Neilson.

Personal.

Thomas Dickson has been elected president of the Delaware and Hudson Canal Company.

M. P. Martin, has been appointed auditor of the Eastern Division of the Northern Pacific Railroad, with headquarters at St. Paul, Minn.

Col. Francis D. Grey, of London, president of the Great Western Railway Co., is expected to visit Canada soon.

Col. N. T. Sprague, of Brandon, Vt., has been elected president of the New York and Brooklyn Elevated Railway Co., succeeding Daniel D. Badger, recently resigned.

The appraisers of the estate of the late Mark Hopkins, of the Central Pacific Railroad, have filed their account in San Francisco, placing the valuation of the property at \$20,700,000.

Perceval Lowell, assistant general manager of the Burlington and Missouri River Railroad in Nebraska, has been appointed general passenger agent of the Chicago, Burlington and Quincy Railroad and leased lines in Illinois and Iowa.

J. H. Jones, president of the Buffalo, Pittsburg and Western Railroad Co. returned to Philadelphia last week after making a tour of inspection over the extensions of that road. It is expected that the extensions will be completed early in August.

B. F. Tilden has been appointed joint ticket agent at Indianapolis of the Pittsburgh, Cincinnati and St. Louis, Indianapolis and Vincennes, Terre Haute and Indianapolis Railroads, in place of J. H. Smith resigned.

O. M. Babcock, of Philadelphia, delivered an address at Chickering Hall, this city, Monday night, on the "Keely Motor," giving a description of the motor and an exposure of the alleged mismanagement of the company having it in charge.

William E. Downie has resigned the position of Superintendent of the Brooklyn, Flatbush and Coney Island Railroad. J. L. Morrow, former master of

transportation on the Long Island Railroad, is mentioned as his probable successor.

Among the prominent railroad men who arrived in the city early in the week were Joseph Hickson, general manager of the Grand Trunk Railway of Canada, P. L. Cable, president of the Rock Island, and Peoria Railway Co., Wm. W. Wadley, president of the Central Railroad of Georgia, and Robert Garrett of the Baltimore and Ohio.

Henry Villard, president of the Oregon Railway and Navigation Co., is said to have been among the first of the Pike's Peak emigrants. He was born in Speyer, the capital of Rhenish Bavaria, in 1835. He came to this country when twenty one years old and among his active and varied experiences here have been those of a war correspondent.

The Ohio State Journal says: "President Eells of the Ohio Central railroad, announces that hereafter no Sunday excursion trains will be run on that road so long as it remains under the present management. Mr. Eells says on behalf of the managers: 'We think all laboring men should have one day in seven for rest and worship, and are disposed to accord this to all our employes as far as possible.'"

A. A. Gaddis, who has been the general manager of the Boston Hoosac Tunnel and Western Railway since the line was extended from the Hoosac Tunnel to the Hudson River, has resigned that position, to devote his entire time to the Ogdensburg and Lake Champlain railroad, with which he has been connected for some time. The Boston Journal says: Mr. Gaddis, who is also general manager of the Ogdensburg and Lake Champlain Railroad, has only held the Managership of the Hoosac Tunnel and Western Railway since its recent sale at the urgent request of its officers and owners, and now that its transfer to its new purchasers is soon to be made, has sent in his resignation and will give his whole attention to the Ogdensburg Road, removing with his family to Ogdensburg.

Interest and Dividends.

The Pullman Palace Car Company has declared a quarterly dividend of 2 per cent, payable May 16.

The Ashuelot Railroad Company has declared its regular quarterly dividend of 1½ per cent, payable July 1.

The Middlesex Railroad Company has declared a dividend of \$3.50 per share, payable at the Treasurer's office, Boston, on the 16th inst.

The Danbury and Norwalk Railroad Company has declared a quarterly dividend of 1½ per cent payable June 1.

The Iowa Falls and Sioux City Railroad Company has declared a dividend of \$1 per share, payable June 1.

Coupons of the mortgage bonds of the New York, Lake Erie and Western Railroad Company, due June 1, 1891, will be paid on presentation on and after that date at the Treasurer's office, 21 Courtlandt street.

The Northern (N. H.) Railroad Company has declared a dividend of \$3 per share, payable June 1, 1891, at Boston, Concord and Lebanon, to stockholders of record May 13th.

The Delaware and Bound Brook Railroad Company has declared a quarterly dividend of 1½ per cent, to be credited to the stockholders, less 5 per cent (retained as contingent fund), payable on the 16th inst.

The North Pennsylvania Railroad Company has declared a quarterly dividend of 1½ per cent, (less five per cent of the amount retained for contingent fund), payable on the 25th instant.

The Delaware and Hudson Canal Company has de-

clared a dividend of 1½ per cent, payable June 10. The last dividend was in August, 1876, when 4 per cent was paid.

The stockholders of the Georgia Railroad Company, in convention at Augusta, Ga., on the 11th inst., ratified the lease to Wm. M. Wadley and instructed the directors to pay \$3.50 dividend on July 15 and \$3.50 in October. Afterwards \$2.50 per share will be paid quarterly, making 10 per cent yearly.

Railroad Earnings.

The earnings of the Indiana, Bloomington and Western Railway for the month of April, were \$103,554.88; corresponding month last year, \$90,375.00; increase, \$13,179.88.

The Denver and Rio Grande Railway earnings reported are: first week of May \$111,673, corresponding week last year, \$39,329.00; second week of May \$115,258, corresponding week last year, \$41,953; miles now operated 690, operated last year 337.

The Great Western Railway of Canada earnings for week ending May 6, \$107,690; corresponding week last year, \$87,418; increase, \$20,278. The increase of earnings from Jan. 1 to May 6 over corresponding period last year amounts to \$159,401.

The Chicago and Grand Trunk Railway earnings for week ending May 7, \$18,715; corresponding week last year, \$14,897; increase, \$3,818; aggregate increase for 18 weeks this year over corresponding period last year, \$105,720.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for the week ending May 7, were \$81,941.94 an increase of \$24,267.19 over corresponding week last year. From Jan. 1 to May 7 the earnings were: \$1,242,259.07; corresponding period last year, \$970,369.85; increase, \$271,889.22.

The Flint and Pere Marquette Railroad earnings for week ending May 7, \$36,705.70; corresponding week last year, \$28,881.10; increase, \$7,824.60. From Jan. 1 to May 7 the earnings were, \$620,076.50 as compared with \$534,630.90, for corresponding period last year.

Manufacturing.

C. Shaler Smith, of the Baltimore Bridge Company, is finishing ten spans of iron bridge on the Atchafalaya, Topeka and Santa Fe Railway and twelve spans on the Gulf, Colorado and Santa Fe Railroad. He is also putting in two large viaducts on the Gunnison extension of the Denver and Rio Grande Railway.

The works recently opened by the Allen Paper Car Wheel Company at Pullman, near Chicago, will have a capacity of nearly double that of their works at Hudson. The present capacity of both works running a double time is about 30,000 wheels per year. Four years ago but 74 paper car wheels were made in this country; the production of this company at Hudson for the month of April amounted to about \$70,000 worth of wheels.

Removals.

Paine, Webber and Co., bankers and brokers, Boston, have removed from 48 Congress street to 53 Devonshire street, that city.

The offices of the Texas and Pacific Railway Co. have been removed from Philadelphia to this city. They are located in the Western Union Telegraph building, corner of Broadway and Dey street, and were opened Monday morning.

The Washington (D. C.) Belt Line Railroad has made its connection between its Virginia Avenue Line and its Eleventh Street Line, and that portion of the road is now ready for the cars.

Mexican Railroads.

The Chicago Inter-Ocean has received a letter from its correspondent who accompanied Gen. Grant to Mexico, in which it is announced that the General has secured the railroad concession which he went there to obtain from the Mexican Government. The letter says that the contract sought by the General in behalf of his company has been thoroughly canvassed by the Government, and its acceptance practically determined on; and as soon as certain necessary formalities are complied with, final action will be taken in accordance therewith. Gen. Grant never was more popular than now. A telegram of welcome from the Mexican President awaited his arrival at Vera Cruz. Ex-Senator Chaffee and U. S. Grant, Jr., are now on their way to the United States. The engineers sent out by Capt. Eads some months since to make a survey for the proposed marine railway across the Isthmus of Tehuantepec, have discovered two practicable routes, one by way of Tarifa Pass and the other by Chiocla, not only practicable, but both of them more favorable for the construction of the road than had been anticipated. The Captain has been given the contract of designing a system of improvements of the Harbor of Vera Cruz, and is already busily engaged in preparing plans for that work, and the additional legislation sought by him on the subject of his interoceanic ship railway is already in an advanced stage and everywhere regarded as certain to be duly accomplished.

Redemption or Continuance of Five Per Cent Bonds.

The Secretary of the Treasury issued on the 12th inst. the following circular calling in for redemption, or for continuance at $3\frac{1}{2}$ per cent interest, all the coupon five per cent bonds, and \$250,000,000 of the registered bonds—the remainder of the loan being reserved with a view to its payment from the surplus revenues:

TREASURY DEPARTMENT,
WASHINGTON, D. C., May 12, 1881.

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accrued interest of the 5 per cent coupon bonds, issued under the acts of July 14, 1870, and Jan. 20, 1871, and now outstanding and uncalled, will be paid at the Treasury of the United States, in the city of Washington, D. C., on the 12th day of August, 1881; and that the interest on said bonds will cease on that day, and none of these bonds will hereafter be exchanged for registered bonds bearing 5 per cent interest; provided, however, that in case any of the holders of the said coupon bonds shall request to have their bonds continued during the pleasure of the Government, with interest at the rate of $3\frac{1}{2}$ per cent per annum, in lieu of their payment at the date above specified, such request will be granted, if the bonds are received by the Secretary of the Treasury for that purpose on or before the 1st day of July, 1881.

The Secretary also announces that, until the date mentioned, July 1, 1881, he will receive for continuance, in like manner, subject to the like conditions, any of the uncalled 5 per cent registered bonds of the acts of July 14, 1870, and Jan. 20, 1871, to an amount not exceeding \$250,000,000, the remainder of the loan being reserved with a view of its payment from the surplus revenues. Foreign holders of any of the 5 per cent bonds above described may have them continued as above provided upon the receipt of the bonds at the Government Agency established for that purpose at the banking house of Messrs. Morton,

Ross & Co., Bartholomew-lane, London, England.

The request above mentioned should be in form substantially as herewith prescribed, and upon the surrender of the bonds with such request, the Secretary of the Treasury will return to the owners registered bonds of the same loan with the fact that such bonds are continued during the pleasure of the Government with interest at the rate of $3\frac{1}{2}$ per cent per annum stamped upon them in accordance with this notice. Upon the receipt of bonds to be continued as above provided, the interest thereon to Aug. 12, 1881, will be prepaid at the rate the bonds now bear. Registered bonds to be continued should be assigned to "The Secretary of the Treasury, for continuance;" under the provisions of this circular they will be accepted for that purpose in the order of their receipt at the department.

The department will pay no expense of transportation on bonds received under the provisions of this circular, but the bonds returned will be sent by prepaid registered mail, unless the owners otherwise direct. All bonds, whether intended for payment or to be continued, should be forwarded to the "Secretary of the Treasury Loan Division," with a letter of transmission, setting forth the purpose for which they are transmitted, and if to be continued they must also be accompanied by the request above referred to, and the package containing the bonds should be marked "Bonds for continuance."

WILLIAM WINDOM, Secretary.

The following is the form of request for continuance of bonds:

[Date.]—

To the Secretary of the Treasury:

Under the terms of the circular No. —, issued by the Secretary of the Treasury May 12, 1881, — the undersigned, owner of the below described United States 5 per centum bond—, issued under the acts of July 14, 1870, and Jan. 20, 1871, hereby request that — payment to be deferred and that — be continued during the pleasure of the Government to bear interest at the rate of $3\frac{1}{2}$ per cent per annum from Aug. 12, 1881, as provided in said circular, and in consideration of the premises, — hereby waive and release all rights to or claim for any interest on said bonds — in excess of $3\frac{1}{2}$ per centum per annum on and after said date of Aug. 12, 1881, and in witness thereof — have hereunto set — hand — and seal — this day. [Here describe the bonds, stating whether registered or coupon, denomination, serial numbers, and amounts.]

[Seal] Signature and post office address.]

[NOTE.—The seal should be of wafer or wax if not executed by a corporation. In case the above request is signed by an officer of a bank or other corporation, it should be accompanied by the proper authority, certified by some officer of the institution other than the one empowered to act. If the bonds are presented at the London agency the forms of request for their continuance must be executed in duplicate. The form of request prepared in blank for use will be furnished upon application to the Secretary of the Treasury.]

The amount of the coupon bonds above referred to which are now outstanding and covered by the call is about \$120,000,000. The amount of the registered 5 per cent bonds is about \$325,000,000. The privilege of extending registered 5 per cents at the reduced rate of interest being limited to \$250,000,000, there will remain at least \$75,000,000 which the Secretary of the Treasury intends to pay absolutely out of the surplus revenues. It is believed at the department that much more than \$250,000,000 of these registered bonds will be offered for continuance, but all applications received after the maximum of \$250,

000,000 shall have been presented will not be entertained.

An Important Southern Railroad Syndicate.

The organization of one of the largest syndicates ever found in this country for the purchase of railroad interests was announced in this city Monday. The scheme is described as embracing the establishment of a system from the Northwest and Southwest to the Atlantic coast by the purchase of existing lines and the building of new roads. It is said that the syndicate has subscribed \$16,000,000 of capital and that purchases have already been concluded of the Macon and Brunswick road of Georgia, the East Tennessee and Virginia system of roads, embracing 619 miles, the Selma, Rome and Dalton and the Memphis and Charleston roads, covering in all about 1,800 miles. Contracts for the construction of several hundred miles will at once, it is said, be let, and the various systems connected, Col. E. W. Cole, of Tennessee, to have charge of the purchase and building for the extension.

Ashuelot Railroad.

The annual statement of this company, made up to April 2, 1881, shows the amount received for rent for the use of the road to have been \$14,717; interest received, \$1,729—making a total of \$16,446 for the year. This is an increase of \$1,162 over the earnings of the preceding year. Against this is charged taxes, \$1,792; general salaries and expenses, \$555; four quarterly dividends of $1\frac{1}{2}$ per cent each, \$12,600; amount carried to contingent fund, \$922, leaving a balance of \$576 to be carried to profit and loss. The treasurer's balance sheet of March 31 is as follows:

ASSETS.

Construction.....	\$218,680 97
Due from Connecticut River Railroad Company.....	11,062 54
Due from other companies.....	6,450 86
Bills receivable.....	4,504 90
Total.....	\$240,699 27

LIABILITIES.

Capital stock.....	\$210,000 00
Contingent liabilities.....	11,468 75
Dividend No. 12.....	3,150 00
Credit balances.....	541 98
Contingent fund.....	1,759 06
Surplus.....	13,779 48
Total.....	\$240,699 27

Philadelphia and Reading Companies.

George M. Dallas, Special Master of the Philadelphia and Reading Railroad Company, has filed his tenth audit of the accounts of the railroad and the Coal and Iron Company in the Clerk's office of the United States Circuit Court. The report covers the month of March, and shows that the balance in hand, as indicated by the statements of the railroad company, was \$304,182 82. The receipts from travel, freight, canal tolls, &c., during the month amounted to \$2,009,842 62; miscellaneous receipts, \$48,902 66; notes, real estate sold, &c., \$334,984 05; total receipts, \$2,607,911 05. Payments, \$2,184,812 25, leaving a balance on hand April 1, of \$513,099 40. The balance on hand by the Coal and Iron Company for the month at the close of February was \$52,-

997 27. Receipts during the month, \$1,069,700 80; payments, \$1,093,040 87. Balance on hand April 1, \$29,657 20.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad Company for the month of March, 1880 and 1881, is officially stated as follows:

	1880.	1881.
Gross earnings....	\$1,044,958 19	\$1,847,261 44
Working expenses..	902,026 98	1,148,258 14

Net earnings.. \$742,931 21 \$704,003 30
—showing an increase in gross earnings of \$202,803 25, with an increase in working expenses of \$241,231 16, making a decrease in the net earnings of \$38,927 91.

For the first six months of the fiscal year (October 1, 1880, to March 31, 1881,) the gross earnings, working expenses and net earnings were:

	1879 and 1880.	1880 and 1881.
Gross earnings....	\$8,821,334 40	\$10,190,499 71
Working expenses..	5,762,315 43	6,685,160 00

Net earnings.. \$3,059,018 97 \$3,505,349 71
—showing an increase in gross earnings of \$1,319,165 31, with an increase in working expenses of \$872,834 57, making an increase in the net earnings of \$446,350 74.

Anthracite Coal Tonnage.

John J. Jones, accountant of the Philadelphia and Reading Railroad Company, makes the following statement of anthracite coal tonnage for the month of April, 1881, compared with the same period last year.

	April, 1881.	April, 1880.
Philadelphia & Reading R. R.....	480,601 02	539,709 05
Lehigh Valley R. R..	403,682 03	387,101 19
Central Railroad of New Jersey.....	274,112 10	307,940 02
Delaware, Lackawanna and Western R. R..	286,483 13	279,439 09
Delaware and Hudson Canal Co.....	197,192 18	228,481 07
Pennsylvania Railroad	187,874 10	136,549 00
Pennsylvania Coal Co.	87,952 09	100,279 07
New York, Lake Erie and Western R. R..	28,153 00	37,139 17

Total.....1,945,855 05 2,016,640 06
The stock of coal on hand at tidewater shipping points April 30, 1881, was 529,198 tons; on March 31, 1881, 563,063 tons—decrease 34,865 tons.

Cincinnati Southern Railroad.

The Trustees of the Cincinnati Southern Railroad passed on the 14th inst. a resolution to advertise for proposals at once for the lease of the road for 25 years. Bidders are requested to bid for each of three plans. First—gross earnings; second—rental plan, under which the rental is to pay a specific rental, scaled for different years; third—guarantee plan, under which the lessee is secured in a certain per cent on his investment and pays the city the remainder. Proposals are also invited for the purchase as well as for the lease of the road. The bids are to be opened Aug. 18. Advertisements for proposals will be published in the Cincinnati papers, in papers in all the money centres in the East, also in papers in London, Paris and Frankfurt. It is believed

that the Sinking Fund Commissioner, who must, according to law, pass upon this action of the Trustees, will pass upon it promptly. Public opinion is strong for speedy, definite action on this matter.

Grand Trunk Railway of Canada.

The Directors of the Grand Trunk Railway publish in England a monthly statement of the gross receipts and expenses of the road, and the following are the figures for the first three months of this year, in comparison with the corresponding period in 1880:

	1881.	1880.
Gross receipts: £ s. d. £ s. d.		
January.....	164,259 4 11	162,243 1 7
February.....	158,295 4 1	153,398 9 10
March.....	191,718 18 0	180,369 18 2

Total.....514,273 7 0 496,006 4 7
Total expenses:

January.....	126,863 13 2	119,835 4 4
February.....	120,066 4 0	112,054 19 8
March.....	129,180 16 5	121,187 11 4

Total.....277,010 13 7 263,027 15 4

Net earnings. 137,262 13 5 142,978 0 3
Decreased net earnings, three months, £5,715 12s. 10d; this is equal to \$27,816 85.

From this statement it will be observed that while there has been a considerable increase in receipts, the working expenses, including wages, fuel, stores, &c., have advanced in a greater proportion, the result being less favorable than for the same three months of last year.

It is stated that the employees have been largely influenced in their demands for higher pay by the weekly statements of increased receipts, and it is quite likely that there may be some foundation for the report.—[Montreal Witness.

Norfolk and Western Railroad.

The following is a comparative statement of revenue of the Atlantic, Mississippi and Ohio Railroad, now "Norfolk and Western Railroad Company," for nine months ending March 31, 1880 and 1881:

	1879-'80.	1880-'81.
July.....	\$138,223 91	\$145,585 33
August.....	134,955 44	179,946 95
September.....	177,342 84	209,446 21
October.....	200,307 63	235,909 95
November.....	179,970 35	209,946 81
December.....	203,328 58	181,745 72
January.....	156,870 02	164,916 62
February.....	161,953 55	153,633 05
March.....	175,419 78	195,650 42

Total.....\$1,528,371 60 \$1,675,881 07
April.....143,099 57 *173,000 00

Grand total...\$1,671,471 17 \$1,848,881 07
Increase in favor of 1881.....\$177,409 90
* Estimated.

Atlantic and Northwestern Railroad.

At a meeting of the Guyandotte and Ohio River Railroad and Mineral Company, recently held at Barboursville, W. Va., the name of the company was changed to the Atlantic and Northwestern Railroad Company, and an act of the Legislature of West Virginia extending the scope of the charter was accepted. This company now has the right to build from the Virginia line along New and Guyandotte rivers to the Ohio, and to extend to Wheeling. It has also the right to obtain the control of any connecting railroad. It controls an enormous area of mineral and timber lands,

embracing over seven hundred square miles of territory. The stockholders at their recent meeting elected the following board of directors: Joseph S. Miller and H. J. Samuels, of West Virginia; H. D. Whitcomb, H. K. Ellyson, Otis H. Russell and H. C. Parsons, of Virginia; William Walter Phelps, of New Jersey; George M. Bartholomew, of Connecticut; Cyrus H. McCormick, Jr. of Illinois; counsellor, Thomas Ewing, of Ohio. Mr. H. C. Parsons, president of the Richmond and Alleghany Railroad Company, was elected president of the new company. It is claimed that this line furnishes a favorable route to the Ohio, and will develop a mineral district rich beyond comparison.

Great Western Railway of Canada.

The gross receipts, working expenses and net earnings of the Great Western Railway Company of Canada for the month of March, 1880, (excluding leased lines) were as follows:

	1881.	1880.
Gross receipts.....	£91,315	£84,164
Working expenses, including transfers to reserve funds...	57,616	48,452

Net.....£33,699 £35,712
—showing an increase in gross receipts of £7,151, with an increase in working expenses £29,164, making a decrease in net earnings of £2,103.

The aggregate for two months ending with March, was as follows:

	1881.	1880.
Gross receipts.....	£158,445	£145,788
Working expenses.....	110,836	94,993
Net.....	£47,609	£50,795

—showing an increase in gross receipts of £12,657, with an increase in working expenses of £15,843, making a decrease in net earnings of £3,185.

The Pennsylvania Railroad engineers have located a line from Latrobe to Mount Pleasant, in Westmoreland county, Penn. They will also locate a low-grade division of the Western Pennsylvania Railroad from Bolivar, on the main line of the Pennsylvania Railroad, to the junction of the Western Pennsylvania and the Allegheny Valley Railroads.

The managers of the Grand Trunk Railway of Canada have purchased the Grand Junction Railway from Belleville to Madoc and from West Hurtingdon to Peterborough, with a view, it is said, to prevent the Ontario and Quebec Railway Company getting the use of it while the latter road is in progress.

The State Department at Harrisburg, Pennsylvania has granted a charter to the Tionesta Railway Company with a capital stock of \$800,000. The road is to be run from Tionesta to Sheffield, Warren county, a distance of 35 miles. The President is J. W. Jones, President of the Buffalo, Pittsburgh and Western Railway.

The directors of the Cincinnati, Hamilton and Dayton, and of the Cleveland, Columbus, Cincinnati and Indianapolis Railroads have agreed upon terms of consolidation. The shares of both companies will be rated at par in the new company. The proposition will be submitted to the stockholders.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Cinn., Fitch. & N. Red:						
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage	547,670	7	"	"	1889	....
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	900,000	8	.....	.....	1882	....	Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Albany and Susquehanna:							Equipment Notes	570,000	6	Apr. and Oct.	"	'81-'83	....
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage	624,000	5	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,220,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1865	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1873	500,000	7	Mar. and Sept.	"	1894	....
General Mortgage, 1866	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	6	January	Harrisburg.	1910	....	Bonds of 1878	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (comp. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878	150,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.	16,000,000	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$7,500,000	1,303,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1869	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	5,116,500	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold)	278,580	7 1/2	"	"	1905	....	Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes	78,000	7	Jan. & July.	"	1881	....	Mort. bonds	300,000	7	March & Sept.	"	1896	....
Land Income bonds, 1878	480,000	8	"	"	'83-'88	....	Mort. bonds	2,884,000	7	Apr. and Oct.	"	1896	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern:							1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley:							1st Mortgage	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000	548,500	7 1/2	M. J. S. & D.	Buffalo.	1905	....
1st Mortgage, gold, guar.	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Norw.						
Kansas City, Top. & Western:							1st Mortgage	6,500,000	6	June & Dec.	New York.	1906	....
1st Mortgage, gold	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C. B. & Q.):						
Income Bonds	200,000	6	"	"	1905	....	Land and R. R. Mortgage	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto:							Stock (common) Bonds	279,000	3	Jan. & July.	"	1894	....
1st Mortgage, gold	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds	570,500	8	"	"	1899	....
Florence, El Dorado & West:							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold	310,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1892	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific:							Consol. Mortgage for \$14,000,000	7,005,000	6	"	"	1913	....
1st Mortgage, gold	5,610,000	7 1/2	"	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch)	1,000,000	7	"	"	1892	....
1st Mortgage pr. farred	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort. gold (Comp. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80)	4,900,000	7 1/2	"	"	1901	....	1st Mort. (R. R. and Land)	7,945,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage	458,000	8	"	"	1893	....	1st Mortgage, gold	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side:							2d Mortgage, end. by Cen. Pac.	1,500,000	6 1/2	"	"	1891	....
1st prefer. d bonds	634,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	1,000,000	3	"	"	1906	....
3d preferred bonds	452,500	6	"	"	'96-'99	....	Camden & Amboy (U. Cos. of N. J.):						
Virginia and Tennessee:							Loan of 1883	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage	954,000	8	"	"	1900	....	Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates	84,000	8	"	Lynchburg	1875	....	Camden and Atlantic:						
Funded Int. est.	226,900	8	"	New York.	1880	....	1st Mortgage	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000	25,000,000	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income B. d. non-cumulative	18,750,000	6	April & Oct.	"	1910	....	1st Mortgage	250,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) Int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871	713,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage	3,000,000	6 1/2	Jan. & July.	New York.	1912	....
General Mortgage	400,000	6	Jan. & July.	Philadelphia.	1910	....	2d Mortgage-Income Bonds	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1883-'85	1,710,000	6	April & Oct.	Baltimore.	1885	....	1st Mortgage (old)	130,500	7	Feb. & Aug.	Philadelphia	1882	....
Loan of 1886-'90 (Balt.) skg fd.	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new)	1,800,000	7	"	"	1900	....
Loan of 1870-'95 (etc.) skg fund.	2,882,986	6 1/2	March & Sept.	London.	1895	....	Chattel Mortgage	209,850	5	May & Nov.	"	'88-'96	....
Loan of 1872-1902 (etc.) E. F.	8,507,332	6 1/2	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (etc.) E. F.	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures	988,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	"	1917	....
Purchase of Connellville R. R.	800,000	6	"	Baltimore.	'81-'09	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chl. line bda.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds	2,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles)	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	"	1916	....
Bonds to state of Maryland	366,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike Peak)	1,600,000	6	May & Nov.	New York	1895	....
1st Mort. (Tunnel) gold, S. F.	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern. n'tl. aidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold, S. F.	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds	640,000	7 1/2	May & Nov.	New York.	....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....	Central of Georgia:						
Boston													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort. 30 years bonds, (gold).	25,883,000	6%	Jan. & July.	New York.	1905-1906	...	Consolidated Sinking Fund	5,211,000	7%	E. M. A. & N.	New York.	1915	...
State Aid B'ds (Int. by State) gold	1,500,000	7%	"	"	1884	...	General Consol. Gold Bonds	12,342,000	7%	"	"	1902	...
2d Mort. (Government) Subsidy	25,883,000	7%	"	"	1905-1906	...	Sinking Fund Bonds of 1879	6,140,000	5-6	"	"	1925	...
1st Mort. (Western Pacific) gold	2,614,000	6%	"	"	1899	...	1st Mort. ext. (Gal. & Chi. U.)	1,652,000	7%	"	"	1882	...
Government Lien (West. Pac.)	1,970,166	6%	"	"	1899	...	1st Mortgage (Chic. & Mil.)	1,700,000	7%	"	"	1898	...
1st Mort. (Calif. & Oregon) gold	8,000,000	6%	"	"	1899	...	1st Mortgage gr. (Iowa Midland)	1,350,000	8%	"	"	1890	...
1st Mort. (S. Fr., Okla. & Ala.)	687,000	6%	"	"	1890	...	1st Mort. (Northwestern Union)	3,500,000	7%	"	"	1917	...
1st Mort. (San Joaquin V.D.) gold	6,050,000	6%	April & Oct.	"	1900	...	1st Mort. (Minnesota Valley)	156,000	7%	"	"	1908	...
Land bonds (Gen. Pacific) gold	6,530,900	6%	"	"	1890	...	1st Mort. (Rock. and Nor. Mo.)	200,000	7%	"	"	1908	...
Income bonds/Sinking Fund	3,286,900	6%	May & Nov.	"	1898	...	1st Mort. (Plainview Railroad)	100,000	7%	"	"	1903	...
Central Vermont:							Winona and St. Peter:						
1st Mort. Consol. (Vt. Central)	3,000,000	7%	May & Nov.	Boston.	1886	...	1st Mortgage, guar.	2,919,000	7%	Jan. & July.	New York.	1887	...
2d Mort. Consol. (")	1,500,000	7%	June & Dec.	"	1891	...	2d Mortgage guar.	1,610,000	7%	May & Nov.	"	1907	...
Equipment Mort. (")	1,500,000	8%	May & Nov.	"	1902	...	Extension Mortgage Bonds:	4,256,000	7%	June & Dec.	"	1916	...
Income and Extension Bonds	1,508,600	8%	"	"	1902	...	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Shoff. and Ch.)	444,109	7%	Jan. & July.	St. Albans.	1887	...	1st Mortgage	1,000,000	8%	Feb. & Aug.	New York.	1901	...
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8%	April & Oct.	"	1891	...
1st Mortgage	1,807,500	7%	Jan. & July.	New York.	1895	...	Chicago, Rock Island and Pacific:						
2d Mortgage	500,000	7%	April & Oct.	"	1910	...	1st Mortgage for \$12,500,000	10,000,000	6%	Jan. & July.	New York.	1917	...
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage	500,000	7%	April & Oct.	Philadelphia.	1901	...	1st Mortgage for \$13,000,000	3,468,000	7%	May & Nov.	New York.	1897	...
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$5,000,000	7,252,000	6%	June & Dec.	"	1907	...
1st Mortgage	300,900	7%	June & Dec.	New York.	1899	...	N. Orleans, Jack. & Gt. Nor.						
Chesapeake and Ohio:							1st Mortgage	2,941,000	8%	Jan. & July.	New York.	1896	...
Purchase Money Funding Bds.	2,350,000	6%	Jan. & July.	New York.	1893	...	2d Mortgage	1,500,000	8%	April & Oct.	"	1890	...
1st Mortgage gold "A"	2,000,000	6%	April & Oct.	"	1908	...	Mississippi Central:						
1st Mort. gold "B"	10,000,000	6%	May & Nov.	"	1908	...	1st Mortgage	345,000	7%	May & Nov.	New York.	1890-84	...
2d Mortgage Income	10,000,000	6%	Jan. & July.	"	1918	...	2d Mortgage	1,996,000	8%	Feb. & Aug.	"	1896	...
Virginia Central Mort. Coupon	918,900	6%	"	"	1884	...	Chl. & Southwestern (C.R. & Pac.):						
Chesapeake:							1st Mortgage, gold, guar.	5,300,000	7%	May and Nov.	New York.	1899	...
Coupon bonds (no Mort.)	806,900	6%	Jan. & July.	Boston.	1900-1906	...	Chicago, St. Paul, Minn. & O.						
Chicago and Alton:							Consol. M., 1880, for \$20,000,000	7,600,000	6%	June & Dec.	New York.	1900	...
1st Mortgage	2,363,000	7%	Jan. & July.	New York.	1893	...	Chicago, St. Paul, and Minn.						
1st Mortgage, Income	1,098,000	7%	April & Oct.	"	1893	...	1st Mortgage, gold	2,800,000	6%	May & Nov.	New York.	1918	...
Consol. Bonds (\$200 stg. each)	4,379,550	6%	Jan. & July.	London.	1903	...	2d Mortgage, land grant	2,018,000	6%	"	"	1898	...
Sinking Fund Gold Bds.	3,000,000	6%	May & Nov.	New York.	1903	...	St. Paul, Stillw'r & Tay. Falls						
1st Mort. (St. L.J. & C.) assumed	584,000	7%	April & Oct.	"	1894	...	1st Mortgage	450,000	8%	Jan. & July.	New York.	1901	...
2d Mort. (")	188,000	7%	Jan. & July.	"	1898	...	St. Paul and Sioux City						
Chicago, Burlington and Quincy:							1st Mortgage, gold	7,000,000	6%	April & Oct.	New York.	1919	...
Trust Mortgage, skg f'd Inconv.	2,711,000	8%	Jan. & July.	New York.	1883	...	North Wisconsin—1st Mortgage	900,000	6%	Jan. and July.	"	1930	...
Trust Mortgage (Burl. to Peoria)	653,000	7%	April & Oct.	"	1890	...	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold	741,000	4%	Jan. & July.	Frankfort.	1890	...	1st Mortgage	477,000	8%	March & Sept.	Boston.	1889	...
S. F. Mortgage (Iowa Division)	600,000	5%	April & Oct.	New York.	1919	...	Cincinnati, and Baltimore:						
Plain 5 per cent bonds	2,356,000	5%	"	"	1901	...	1st Mort. guar. by B. & O. & M. & C.	750,000	7%	Jan. & July.	Baltimore.	1900	...
Bonds of 1875, Sinking Fund	397,000	5%	June & Dec.	Boston.	1895	...	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds	83,475	7%	Jan. & July.	"	1896	...	2d Mortgage of 1885	494,000	7%	Jan. & July.	New York.	1895	...
Consol. Mortgage for \$30,000,000	13,695,000	7%	"	"	1903	...	Consol. S. F. M. for \$3,000,000	1,224,000	7%	April & Oct.	"	1905	...
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (O. H. & D.)						
1st Mortgage	3,541,250	7%	April & Oct.	New York.	1902	...	1st Mortgage, guar.	2,500,000	7%	Jan. and July.	New York.	1903	...
Chicago, Cincinnati and Louisv.:							Chic. & Ind. (C. I., St. L. & C.)						
1st Mortgage	1,000,000	7%	Jan. & July.	New York.	1887	...	2d Mortgage, guar.	499,000	7%	June & Dec.	New York.	1892	...
Chicago, Clin. Dub. and Minn.:							Cincinnati, Ind., St. Louis & Chi.						
1st Mortgage	5,000,000	6%	Jan. & July.	New York.	1920	...	1st Mortgage, 1880, for \$7,500,000	1,000,000	6%	May & Nov.	New York.	1920	...
1st Mortgage, old	400,000	7%	Feb. & Aug.	"	1884	...	1st Mort. (Ind. Cin. and Laf.)	2,379,000	7%	Feb. and Aug.	"	1897	...
Chicago, Det. and Ja. G'd June:							Equipment Bonds reg. (do.)	187,000	10%	March & Sept.	"	1883	...
1st Mortgage	1,025,000	6%	June & Dec.	London.	...	...	1st Mort. (Indianap. & Cin.) '53	1,600,000	7%	April & Oct.	"	1888	...
Chicago and Eastern Illinois:							1st Mort. (Ind. & Indiana)	499,000	7%	June & Dec.	"	1892	...
1st Mortgage, Sinking Fund	2,925,000	6%	June & Dec.	New York.	1907	...	2d Mort. (") guar.	1,545,800	7%	Jan. & July.	"	1902	...
2d Mort., Income, (non-cum.)	714,339	7%	December.	"	1907	...	1st Mort. (Cin., Laf. and Chi.)	1,120,000	7%	March & Sept.	"	1901	...
Chicago and Grand Trunk:							Chic., Laf. & Chi. (C. I., St. L. & C.)						
1st Mortgage, Sterling	6,000,000	6%	Jan. & July.	London.	1900	...	1st Mortgage, gold	1,120,000	7%	March & Sept.	New York.	1901	...
2d Mortgage Income	4,000,000	7%	Sept. mber.	New York.	1900	...	Cincinnati & Muskingum Valley:						
Chicago and Iowa:							1st Mortgage	1,500,000	7%	Jan. and July.	New York.	1901	...
1st Mortgage	1,700,000	8%	Jan. & July.	N.Y. & Bos.	1901	...	Cincinnati, Richmond & Chicago:						
Chicago, Iowa and Nebraska:							1st Mortgage guar. by C. H. & D.	500,000	7%	Jan. and July.	New York.	1896	...
2d Mort. (now 1st)	568,200	7%	Jan. & July.	Boston.	1888	...	2d Mortgage	65,000	7%	"	"	1890	...
2d Mort. (now 2d)	211,500	7%	Feb. & Aug.	New York.	1892	...	Cinc. Rich. & Ft. Wayne (G.R. & L.):						
Chicago and Milwaukee:							1st Mortgage, gold, guar.	1,800,000	7%	June and Dec.	New York.	1901	...
1st Mort. guar. by O. and N.W.	1,700,000	7%	Jan. & July.	New York.	1898	...	Cin. Rockport and Southwestern:						
Chicago, Milwaukee and St. Paul:							1st Mortgage, gold	206,500	6%	Jan. and July.	New York.	1908	...
Consol. Mort. for \$35,000,000	8,433,000	7%	Jan. & July.	New York.	1905	...	Cincinnati, Sandusky and Clev.:						
2d Mortgage	496,000	7%	April & Oct.	"	1884	...	2d Mortgage	1,100,300	7%	June and Dec.	New York.	1890	...
1st Mort. (La. Crosse Division)	6,000,000	7%	Jan. & July.	"	1893	...	1st Mort. (San. Day. & Cin.)	750,000	6%	Feb. & Aug.	Boston.	1900	...
1st Mort. (Chic. and Mil. Div.)	2,500,000	7%	"	"	1908	...	1st Mort. (San. City and Ind.)	350,000	7%	March & Sept.	"	1897	...
1st Mort. (Iowa & Dakota Ext.)	3,000,000	7%	"	"	1908	...	Cincinnati and Springfield:						
1st Mort. (Iowa and Minn. Div.)	3,810,000	7%	"	"	1897	...	1st Mort. (guar. by U. C. & I.)	2,000,000	7%	Apr. and Oct.	New York.	1901	...
1st Mort. (Minnesota Central)	183,000	7%	"	"	1894	...	2d Mortgage	651,000	7%	Jan. and July.	"	1902	...
1st Mort. (St. Paul Division)	4,000,000	7%	"	"	1902	...	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Iowa and Dak. Div.)	577,000	7%	Feb. & Aug.	"	1899	...	1st Mortgage sinking fund	3,000,000	7%	May & Nov.	New York.	1899	...
1st Mort. (Prairie du Chien Div.)	3,674,000	8%	"	"	1898	...	1st Mort. (C. U. and C. R. R.)	125,000	7%	June and Dec.	"	1903	...
2d Mort. (")	1,315,000	7.5%	Jan. & July.	"	1898	...	1st Mort. (Bell. and Ind. R.R.)	408,000	7%	Jan. & July.	"	1899	...
1st Mort. (Haat. and Dak. Div.)	160,000	7%	"	"	1902	...	Consol. Mortgage for \$7,500,000	2,804,000	7%	June and Dec.	N.Y. or Lond.	1914	...
1st Mort. (Mil. and Western)	219,000	7%	"	"	1891	...	Cleveland & Mahoning Valley:						
1st Mort. (Southwestern Div.)	4,000,000	6%	"	"	1900	...	1st Mortgage, extended	630,000	7%	Feb. & Aug.	New York.	1896	...
1st Mort. (Dav. & N. W.)	1,785,300	6%	"	"	1919	...	1st Mort. (Niles & New Lisbon)	500,000	7%	Jan. & July.	"	1890	...
1st Mort. (Chic. and Pac. Div.)	2,000,000	6%	"	"	1910	...	Clev., Mt. Vernon and Delaware:						
1st Mort. (Sp. Minn. Division)	7,000,000	6%	"	"	1910	...	1st Mortgage gold	1,250,000	7%	Jan. & July.	New York.	1900	...
1st Mort. (Hastings and Dak.)	3,610,000	7%	"	"	1910	...	1st Mort. (Columbus Ext.)	950,000	7%	"	"	1902	...
1st Mort. (Chic., U.D. & Minn.)	5,000,000	6%	"	"	1920	...	Income Bonds	600,000	7%	March & Sept.	"	1908	...
1st Mort. (")	400,000	7%	Feb. and Aug.	"	1884	...	Cleveland and Pittsburg (Pa. Co.):						
1st Mort. (Wisconsin Valley)	1,550,000	6%	Jan. & July.	"	1920	...	Construction and Equip. bonds	1,407,000	7%	Jan. & July.	New York.	1913	...
Prior Mt. (")	1,103,965	7%	"	"	1920	...	4th (now 1st) Mortgage, guar.	1,096,000	6%	"	"	1892	...
Chicago and Northwestern:							Consol. sinking fund guar.	2,561,300	7%	May & Nov.	"	1900	...
Preferred sinking fund (193 m.)	971,400	7%	Feb. & Aug.	New York.	1885	...	Clev., Painesville & Ashtabula:						
General 1st Mortgage (193 m.)	3,440,300	7%	"	"	1885	...	3d Mort. reg. as'd by LS & MS.	920,000	7%	April & Oct.	New York.	1892	...
Funded coupons (193 m.)	676,300	7%	May & Nov.	"	1883	...	1st Mortgage, a.s'd by LS & MS.	1,595,000	7%	Jan. & July.	New York.	1886	...
Appleton Ext. (23 m. & 75,000 ac.)	116,000	7%	Feb. & Aug.	"	1885	...	2d Mortgage (")	849,000	7%	April & Oct.	"	1886	...
Green Bay Ext. (26 m. & 75,000 a.)	180,000	7%	"	"	1885	...	Clev., Tus. Valley and Wheeling:						
1st Mort. (Menominee River)	580,000	7%	Jan. & July.	"	1906	...	1st Mort. (L. B. and T. V.)	2,000,000	7%	April & Oct.	Cleveland.	1901	...
Mississippi River Bridge	153,000	7%	"	"	1884	...	1st Mortgage, new	700,000	7%	Jan. & July.	"	1908	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:	\$						Dubuque and Dakota:	\$					
1st Mort. guar. by Ph. and Edg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	600,000	6 ¹ / ₂	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,626,000	7 ¹ / ₂	June & Dec.	Boston.	....		1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,600	7	Jan. & July.	"	1883	....
1st Mortgage.....	1,000,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7 ¹ / ₂	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	"	1890	....	3d Mortgage.....	200,000	7	"	"	1890	....
Income convertible.....	8,985,000	7	"	"	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	"	98-98	....	1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	"	"	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-Ly)	113,600	7	F. M. A. & N.	"	80-98	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	"	1904	....	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	872,000	7	Jan. & July.	"	1883	....	2d Mortgage.....	190,000	7	"	"	82-87	....
1st Mort. (Tol., Logansport & Bur.)	610,600	7	Feb. & Aug.	"	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1888	....
Income (")	67,546	7	"	"	"	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1888	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	"	1905	....	Company Bonds (")	634,000	6	"	"	80-85	....
Union Trust Co. Certificate.....	1,600,000	....					Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,600,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,395,430	4 ¹ / ₂	"	Boet. & Lond.	1906	....
1st M., Logan & Stratsville Br.	200,000	7	Jan. & July.	"	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	"	"	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Equipment Bonds	118,000	7	F. M. A. & N.	....	1885	....
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Elizabethtown, Lex. & Big Sandy:						
Columbus and Toledo:							1st Mortgage, gold.....	1,200,000	6 ¹ / ₂	March & Sept.	New York.	1902	....
1st Mortgage for \$2,500,000.....	2,493,000	7	Feb. & Aug.	New York.	1905	....	Elmira and Williamsport (N. Cen.):						
Columbus and Xenia:							1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	Income Mortgage guaranteed...	670,000	6	April & Oct.	"	2362	....
Concord and Claremont:							Erie-See N. Y., Lake E. & West						
1st Mortgage.....	600,000	7	....	Concord, N.H.	1884	....	Erie and Pittsburgh (Penn. Co.):						
Connecticut Central:							1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	....	1895	....	2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
Connecticut and Passumpsic Riv.:							Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1898	....
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	....	Equipment Mortgage.....	685,000	7	April & Oct.	"	1890	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....	European & N. American (Me.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 ¹ / ₂	Jan. & July.	"	1890	....	1st Mort. (Bangor City Bonds):	1,000,000	6	Jan. & July.	Boston.	1894	....
Connecticut Western:							Evansville and Terre Haute:						
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	1st Mortgage (61 miles) skg. fund	231,000	7	Jan. & July.	New York.	1887	....
Connecting (Philadelphia):							1st Mortgage (109 m.)	611,000	7	May & Nov.	"	1887	....
1st Mort. A., B. C. D. & E.....	991,000	6	March & Sept.	Philadelphia.	90-04	....	Consolidated Mort. for \$1,500,000	285,000	6	Jan. & July.	"	1910	....
Corning, Cowanesque & Antrim:							Evansville, Terre Haute & Chi.:						
1st Mortgage.....	450,000	7 ¹ / ₂	Jan. & July.	....	1885	....	1st Mortgage, gold.....	775,000	6 ¹ / ₂	May & Nov.	New York.	1900	....
Cumberland & Penn. (Consol. Coal):							2d Mortgage, gold.....	325,000	6 ¹ / ₂	Jan. & July.	"	1903	....
1st Mortgage.....	803,500	6	March & Sept.	"	1891	....	Fitchburg:						
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	"	1888	....	Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	....
Cumberland Valley:							Bonds of 1877.....	500,000	6	"	"	1897	....
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....	Bonds of 1879.....	500,000	6	"	"	1899	....
2d Mortgage, sinking fund.....	109,500	6	"	"	1903	....	Flint and Pere Marquette:						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1883	....
Danbury and Norwalk.							Flint & Holly B. F. (\$25,000 r.y.)	300,500	10	May & Nov.	"	1883	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	1st Mort. (Bay C. & L. & Ag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
2d Mortgage.....	200,000	7	"	"	1892	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
Consolidated Mortgage.....	100,000	6	"	"	1920	....	1st Mort. skg. (H. H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
Dayton and Michigan (C. H. & D.):							Reorg'n't'n bds (redeem. at will).	....	6	....	....	1910	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Florida Central:						
2d Mortgage, guar.....	420,000	7	March & Sept.	"	1887	....	1st Mortgage, gold coupon.....	300,000	7 ¹ / ₂	Jan. & July.	New York.	1907	....
3d Mortgage, guar.....	861,000	7	April & Oct.	"	1888	....	Flushing, North Shore and Cent.:						
Toledo Depot bonds guar.....	105,600	7	March & Sept.	"	81-84	....	1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
Dayton and Union:							2d Mort. (")	400,000	7	"	"	1900	....
1st Mortgage.....	97,000	7	....	....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903	....
2d Mortgage.....	135,000	7	....	....	1879	....	Fonda, Johnstoe'n & Gloversville:						
Income Bonds.....	252,448	7	....	....	1879	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
Dayton and Western (L. M. R.R.):							Fort Madison and Northwestern:						
1st Mortgage (assumed).....	495,000	6 ¹ / ₂	Jan. & July.	New York.	1905	....	1st Mortgage, gold.....	700,000	7 ¹ / ₂	April & Oct.	New York.	1905	....
Delaware (P. W. and Balt.):							Fort Wayne, Muncie & Cin.:						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	1st Mortgage.....	1,200,000	7 ¹ / ₂	April & Oct.	Boston.	1889	....
Delaware and Bound Brook:							2d Mortgage.....	500,000	8	"	"	1896	....
1st mortgage.....	1,600,000	7	Feb. & Aug.	Philadelphia.	1906	....	Equipment Mortgage.....	345,000	8	Jan. & July.	"	1881	....
Delaware, Lackawann. & Western:							Frammingham and Lowell:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....	1st Mortgage.....	600,000	7	April & Oct.	Boston.	1890	....
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	....	Frankfort and Kokomo:						
Consol Mortgage Bonds.....	3,667,000	7	March & Sept.	"	1907	....	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1903	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....	Fremont, Elkhorn & Mo. Valley:						
Denver Pacific (Union Pacific):							1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage gold, land grant.....	827,000	7 ¹ / ₂	May & Nov.	New York.	1899	....	1st Mortgage.....	312,000	7	"	"	1899	....
Denver & Rio Grande:							Income Bonds.....	317,082	7	"	"	1896	....
1st Mort. gold, skg fund.....	6,382,500	7 ¹ / ₂	May & Nov.	New York.	1900	....	Galena & Chic. Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.).....	1,040,000	7 ¹ / ₂	"	"	1902	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	6,475,000	7	Jan. & July.	"	1900	....	Jalvi, Harrisburg & San Antonio:						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant.....	4,800,000	6 ¹ / ₂	Feb. & Aug.	New York.	1910	....
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	....	2d Mortgage.....	1,000,000	7	June and Dec.	Boet. or Lond.	1895	....
Des Moines and Ft. Dodge:							Galveston, Houston & Henderson:						
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	1st Mortgage.....	1,493,000	7 ¹ / ₂	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):							Geneva, Ithaca and Sayre:						
1st Mort. (\$124,000 guar.).....	2,530,000	8	May & Nov.	New York.	1902	....	1st Mortgage, skg. fd., guar.....	600,000	7 ¹ / ₂	Jan. & July.	New York.	1890	....
Detroit, Grand Hav. & Milwaukee:							Georgia (and Banking):						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	....	Company bonds (debentures).....	425,000	7	Jan. & July.	Augusta	80-90	....
2d Mort. (")	5,600,000	6	"	"	1913	....	Company bonds (debentures).....	1,156,000	6	"	"	90-97	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Grand Rapids & Indiana:						
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	"	1882	....	1st Mortgage L. G. guar. gold..	4,000,000	7 ¹ / ₂	Jan. & July.	New York.	1899	....
2d Mort. (")	100,000	7	Jan. & July.	"	1882	....	1st Mort. L. G. not guar. gold...	3,013,000	7 ¹ / ₂	April & Oct.	"	1899	....
3d Mort. (")	290,000	8	Feb. & Aug.	"	1888	....	Income Mortgage bonds.....	987,000	7	March & Sept.	"	1906	....
Detroit, Lansing and Northern:							Grand River Valley (Mich. C.):						
1st Mortgage.....	2,265,000	7	Jan & July.	Boston.	1907	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Iowa and Lansing) ..	770,000	8	"	"	1889	....	Grand Rapids, Newago & L. S.:						
3d Mort. (")	81,000	8	May & Nov.	"	1890	....	1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	....
Detroit, Mon. & Tol. (L.S. & M.S.):							2d Mortgage.....	200,000	7	June & Dec.	"	1906	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	Great Western Railway of 1850:						
Dixon, Peoria and Hannibal:							1st Mort., ass'd by W. St. L. & P.	2,496,000	7	Feb. & Aug.	New York.	1883	....
1st Mort. guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	....	2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1883	....
Dubuque and Sioux City:							Green Bay and Minnesota:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	1st Mortgage.....	3,200,000	7 ¹ / ₂	Feb. & Aug.	New York.	1900
1st Mortgage 2d division.....	590,000	7	"	"	1894							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage	885,000	7				
1st Mortgage not guaranteed	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.):							1st Mortgage akg fund guar.	306,000	8	Jan. & July.	New York.	1882	
1st Mortgage	763,000	7	May & Nov.	New York.	1890		Joliet and Northern Indiana:						
2d Mortgage	3,000	7	"	"	1892		1st Mort. guar. by Mich. Cent.	809,000	7	Jan. & July.	New York.	1907	
Hannibal & Naples (W. St. L. & P.):							Function, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909		1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894		Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	6	"	"	'84-'89		1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1889	
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1884		Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	"	1888		1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1889	
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	"	1892		Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	
Harrisb., Ports., Mt. Joy & Lan.:							2d Mortgage	70,000	8	"	"	1890	
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1888		Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904		Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901		Kansas Central:						
Holly, Wayne & Monroe (F. & P.M.):							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1909	
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901		Kan. as City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage	900,000	8	"	"		
1st Mortgage	280,000	6-7	April & Oct.	New Haven.	'91-'98		New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	
Huntsville:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885		1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.		
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1899		Mortgage on Branches	1,325,000					
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883		Kansas City, Lawrence & S. J.:						
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910		1st Mortgage	2,940,000	4-6	April & Oct.	Boston.	1909	
Houston, East and West Texas:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1898		1st Mort. (Summer Co. R. R.)	300,000	7	"	"	1910	
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L. G. akg fund gold	6,262,000	7*	Jan. & July.	New York.	1891		1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	
1st Mortgage (L. G. West. Div.)	2,270,000	7*	"	"	1891		1st Mortgage	4,495,522	7	"	"	1907	
1st Mort. (Waco & N. W. Div.)	969,000	7*	"	"	1908		Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	
Income and Indemnity bonds	2,500,000	7	May & Nov.	"	1887		Kansas City, St. Louis & Chicago:						
Consol. Mort. L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912		1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	
Consol. Mort. L. G. (Waco & N.)	580,000	8	May & Nov.	"	1915		Kan. City, Top. & W. (A. T. & S. Fe)						
Huntingdon and Broad Top Mt.:							1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890		Income Bonds	200,000					
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895		Kansas Pacific (Union Pacific):						
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895		1st Mort. (1st Div. 140 m. g. id.)	2,240,000	6*	Feb. & Aug.	New York.	1895	
Illinois Central:							1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1890	
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890		1st M. (3d Div. 244.56 m. & 3,000,000 a.)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	
Sterling Bonds, £500,000	2,500,000	6*	"	London.	1895		1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	"	1890	
Sterling Bonds, £200,000	1,000,000	5*	June and Dec.	"	1906		2d Mort. (") gold	3,000	7*	March & Sept.	New York.	1895	
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1908		1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1895	
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898		2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"			3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	
Illinois Grand Trunk (C. B. & Q.):							Kentucky Central:						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890		2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	
Illinois Midland:							3d Mortgage	238,000	7	June & Dec.	"	1885	
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905		Kookuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.):							1st Mort. guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		Knox and Lincoln:						
Indiana, Blooming. & Western:							1st Mortgage	2,395,000	6	Various.	Boston.	'80-'86	
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900		Knoxville and Ohio:						
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	"	1909		1st Mortgage	500,000	7	Jan. & July.	New York.	1906	
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909		Lake Erie and West. Can.:						
Income Bonds	1,500,000	6	"	"	1919		1st Mortgage, gold	1,315,000	6*	Feb. & Aug.	New York.	1919	
Indianapolis, Decatur & Spring:							Income Bond, conv. (non-cum.)	1,485,000	7	August	"	1899	
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906		1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"		
2d Mortgage, Income	2,609,000	7	Jan. & July.	"	1906		Income (Sandusky Extension)	600,000			"		
Indianapolis and Madison:							1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	"	1919	
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881		Income (")	1,000,000	7	Annually.	"	1899	
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919		1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	
2d Mortgage	906,000	7	April & Oct.	"	1900		Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	"	1881		Consol. Mort., S.F. Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1900	
Indianapolis & Vincennes:							Consol. Mort., S.F. Conpor.				"	1900	
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		2d Consol. Mort. for \$25,000,000	10,460,000	7	June & Dec.	"	1903	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	"	1882	
International and Gt. Northern:							Lake Shore Dividend Bonds	1,356,000	7	"	"	1899	
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919		3d Mort. (Clev. Fain. & Ash.)	920,000	7	"	"	1892	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		1st Mort. (Mich. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	
Ionia and Lansing (D. L. & N.):							1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889		2d Mort. (")	819,000	7	April & Oct.	"	1886	
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (")	300,000	7	March & Sept.	"	1886	
Iowa Midland (C. & N. W.):							Mort. Bonds (") Erie	2,834,000	7	April & Oct.	"	1898	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		1st M. (Det. & Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	
Iowa & Minn. ex. (C. M. & St. P.):							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897		1st M. (School. & Three Rivers)	100,000	6	"	"	1887	
Ithaca, Auburn and Western:							1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907		1st M. (Kal. Allegan & Gr. Rap.)	340,000	8	"	"	1888	
Jackson, Lane & Sag. (Mich. Cen.):							1st M. (Jamestown & Franklin)	397,000	7	"	"	var	
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885		2d M. (")	600,000	7	June & Dec.	"	1894	
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		Lawrence (P. Ft. W. & Ohi.):						
Consolidated Mortgage	1,943,000	8	March & Sept.	"	1891		1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	
Jacksonville, Pensac. and Mobile:							Leavenworth, Atch. & N. West'n:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900		1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1899	
Jamestown & Frank. (L.S. & M.S.):							Lehigh and Lackawanna:						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897		1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894		Lehigh Valley:						
Jefferson (Brie):							1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	
1st & 2d Mort. (Hawley Section)	500,000	7	Jan. & July.	New York.	'87-'89		2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889		Consol. Mort., gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	
Jeffersonville, Madison & Indian:							Little Miami:						
1st Mortgage consol.	2,332,000	7	April & Oct.	New York.	1906		1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		Street Connection Bonds	475,000	6	Various.	"	1894	
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881		Little Rock and Fort Smith:						
Junction and Breakwater:							1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	
1st Mortgage	470,000	6	Jan. & July.	New York.	1890		Little Rock, Miss. Riv. & Texas:						
2d Mortgage	250,000	8	Feb. & Aug.	"	1896		1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1882	....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....
Long Island:							1st Mort. (North rn Division)...	572,000	7	March & Sept.	" "	1909	....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....	1st Mort. ('ahkosh Division)...	200,000	7	Feb & Aug.	" "	1909	....
1st Mortgage (Glen Cove Br.)...	150,000	7	" "	" "	1884	....	1st Mort. (Wausau Division)...	280,000	7	" "	" "	1910	....
1st Mortgage.....	1,121,500	7	" "	" "	1898	....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	" "	1899	....
2d Mortgage.....	985,772	7	Feb. & Aug.	" "	1918	....	Mineral Point:						
Atlan'e Ave. Improve. Certif.	114,900	7	" "	" "	'81-'82	....	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....
1st Mort. (Smithtown & Pt.Jef.)	600,000	7	March & Sept.	" "	1901	....	Minneapolis & St. Louis:						
1st Mort. (Newtown & Flush.)...	106,500	7	May & Nov.	" "	1891	....	1st Mort.(Min. to Merriam Junc.	465,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)...	250,000	7	April & Oct.	" "	1901	....	1st Mort. (Merriam J. to Al.Lea)	950,000	7*	June & Dec.	" "	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):							1st M. (Min. to White B.L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....	1st Mort. (Al.L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	" "	1909	....
2d Mortgage.....	300,000	7	May & Nov.	" "	1900	....	Mortgage (Southw. Ext.) gold...	12,000 pm	7*	" "	" "	1910	....
Louisville, Cin. and Lexington:							Minnesota Valley, C. & N.W.):						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
1st Mortgage.....	2,900,000	7	" "	" "	1897	....	Mississippi and Tennessee:						
New Mortgage for \$1,000,000...	761,700	7	April & Oct.	" "	1907	....	1st Mortgage, Series A.....	978,000	8	April & Oct.	New York.	1902	....
Louisville and Nashville:							2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	" "	1902	....
General Mortgage for \$20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1920	....	Missouri, Kansas and Texas:						
Consol. Mort. S. F. for \$5,000,000	7,070,000	7	April & Oct.	" "	1898	....	1st Mort. (U.Pac.S.Br.) skg fund	2,316,000	6*	Jan. & July.	New York.	1899	....
2d Mortgage, Gold 10-year.....	2,000,000	7*	May & Nov.	" "	1888	....	1st Mort. (Tebco & Neesho) S.F.	849,000	7	June & Dec.	" "	1908	....
1st Mort. (Lebanon Branch).....	88,000	7	" "	New York.	'80-'85	....	Consol. Land Grant, skg fd gold	14,752,000	1	Feb. & Aug.	" "	'04-'06	....
1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	London.	1901	....	2d Mortgage, Income.....	7,571,553	6	April & Oct.	" "	1911	....
1st Mort. (Memph. & Clarkav.Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....	Brownville Bridge bonds, guar.	955,000	7*	May & Nov.	" "	1906	....
1st Mort. (Cedilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	....	Consol. Mort. for \$15,000,000...						
1st Mort. (N. Orleans & Mo.)...	5,000,000	6*	Jan. & July.	" "	1919	....	Missouri Pacific:						
Mort. (Evans, Hend. & Nash.)...	1,600,000	6*	June & Dec.	" "	1919	....	1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Louisville Loan (no mortgage)...	850,000	6	Apr. and Oct.	" "	'86-'87	....	2d Mortgage sinking fund.....	2,573,000	7	Jan. & July.	" "	1891	....
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1886	....	3d Mortgage.....	4,500,000	7	May & Nov.	" "	....	....
Louisv. Loan (Leb. Br. Exten.)...	333,000	6	April & Oct.	N. Y. & Louis	1893	....	St. Louis County Debt	700,000	8	Monthly	St. Louis.	1885	....
Debeture Bonds 1870.....	2,650,000	6	Jan. & July.	New York.	1884	....	Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
Trust Company Certificates.....	492,200	6	April & Oct.	" "	1884	....	1st Mort. (Carondelet Branch)...	250,000	6*	April & Oct.	" "	1893	....
Louisville, New Albany & Chic:							Consol. Mortgage for \$39,000,000		6*	May & Nov.	" "	1920	....
1st Mortgage.....	3,000,000	6	" "	" "	....	....	1s. Mort. (Missouri River R.R.)...	409,000	7	" "	" "	....	....
McKean and Buffalo:							1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	" "	1899	....
1st Mortgage.....	898,000	7	Jan. & July.	Buffalo.	1905	....	1st Mort. (St. L. and Lex.)	650,000	6	" "	" "	....	....
Macon and Augusta:							1st Mort. (Kan. City and East.)...	248,000	6	Jan. & July.	" "	1894	....
1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1887	....	1st M. (St. L. Kan. & Arizona)...	1,200,000	....	" "	" "	....	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....	1st Mort. (Lexington & Southern)	1,050,000	....	" "	" "	....	....
Madison & Portage (C. M. & St. P.):							Mobile and Girard:						
1st Mortgage.....	600,000	7*	Apr. and Oct.	New York.	1902	....	2d Mort., end. by Cent. R.R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
Mehoning Coal:							3d Mort., to Central R.R. of Ga.	809,000	4	June & Dec.	" "	1897	....
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....	Mobile and Ohio:						
Maine Central:							1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
Consolidated 1st Mortgage.....	3,903,700	7	April & Oct.	Boston.	1912	....	First Preferred Debentures....	5,309,000	7	As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.	New York.	....	....
\$1,100,000 Loan, tax free.....	758,980	7	Jan. & July.	" "	1898	....	Second Preferred Debentures..	1,850,000	7	" "	" "	....	....
Extension (gold) Loan.....	496,500	6*	April & Oct.	" "	1900	....	Third Preferred Debentures...	609,000	7	" "	" "	....	....
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	" "	'90-'91	....	Fourth Preferred Debentures..	900,000	7	" "	" "	....	....
1st Mortgage (Portland & Ken.)...	217,300	6	April & Oct.	Portl n	1883	....	Caro Extension.....	600,000	6	Jan. & July.	" "	1892	....
Consol. Loan (Port. & Kennebec)...	1,166,700	6	" "	Boston.	1895	....	Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Farm'gton)...	633,000	6	Jan. & July.	" "	1901	....	1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	....
Bath (Androscoogin) Loan.....	425,000	6	J. A. J. & O	" "	1891	....	2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	" "	1891	....
Manhattan Beach:							Convertible bonds.....	284,000	7	Jan. & July.	" "	1900	....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....	Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
2d M., conv. (C. & A.).....	300,000	7	" "	" "	....	....	Special Mortgage.....	1,025,000	7	" "	" "	....	....
Marietta and Cincinnati:							Consol. Mort. for \$25,000,000 guar	5,950,000	7	June & Dec.	" "	1915	....
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....	Nashua and Lowell:						
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	....	Bonds for freight depot.....	200,000	6*	Feb. and Aug.	Boston.	1892	....
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	" "	1896	....	Nashville, Chattanooga & St. Louis:						
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	" "	1890	....	1st Mort., endorsed by Tenn....	698,000	6	Jan. & July.	New York.	'81-'86	....
4th Mortgage.....	4,000,000	8	April & Oct.	" "	1908	....	2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	" "	'81-'91	....
1st Mort. (Seloto & Hook. Val.)...	800,000	7	May & Nov.	" "	1896	....	New Mortgage for \$6,800,000...	6,800,000	6	Jan. & July.	" "	1913	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	" "	1904	....	1st M. (Mc V. & M. & W. & A. R.R.)	320,000	6	" "	" "	1913	....
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	" "	1900	....	1st Mort. (Tenn. & Pacific R.R.)	90,000	6	" "	" "	1913	....
Marquette, Houghton & Ontonagon:							1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	....
1st Mortgage.....	1,780,000	8	Jun. & Dec.	Boston.	1892	....	Nashville and Decatur (L. & Nash.):						
2d Mortgage.....	2,482,300	6	March & Sept.	" "	1908	....	1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
Massachusetts Valley (C. & P. R.):							2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1890	....	Natchez, Jackson and Columbus:						
Massachusetts Central:							1st Mortgage, gold.....	600,000	7*	April & Oct.	New York.	1910	....
1st Mortgage for \$3,500,000.....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....	Nevada Central:						
Memphis and Charleston:							1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
1st Mortgage, extended.....	1,264,000	7	Jan. & July.	New York.	1915	....	Newark, Somerset & Stralstville:						
2d Mortgage.....	1,000,000	7	" "	" "	1886	....	1st Mortgage.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage (Tennessee Div.)...	1,400,000	7	" "	" "	1916	....	Newburg, Dutchess and Conn.:						
Consolidated Mortgage.....	551,000	7	" "	" "	1916	....	Income Bonds.....	1,184,800	....	" "	" "	....	....
Memphis and Little Rock:							Newburg and New York:						
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83	....	1st Mortgage.....	250,000	7	" "	New York.	....	....
General Mortgage, Land Grant	2,600,000	4	January.	" "	1907	....	New Haven and Derby:						
Metropolitan Elevated:							1st Mortgage.....	300,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage.....	8,580,000	6	Jan. & July.	New York.	1908	....	3d Mort. guar. by New Haven..	225,000	7	Various.	New Haven.	r	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....	New Haven and Northampton:						
Mexican Central:							1st Mortgage.....	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899
1st Mortgage.....	11,430,000	7	" "	" "	Convertible bonds, tax free....	100,000	6	April & Oct.	" "</		

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold.....	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1890..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for R. & N. F. stk (")	74,500	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. R. Stocks (")	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	162,000	6	"	"	1883	....	Old Colony:						
Bonds of 1864 renewed (")	2,391,300	6	June & Dec.	"	1887	....	Plain Bonds.....	1,100,000	8	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F.:	1,423,200	7	"	"	1886	....	Plain Bonds.....	32,000	5	"	"	1884	....
1st Mort., coup. } for \$20,000,000	13,725,000	7	Jan. & July.	"	1908	....	Plain Bonds.....	1,692,000	7	"	"	1894	....
1st Mort., reg'd }	9,733,323	6*	"	"	1903	....	Plain Bonds.....	390,500	7	Various.	"	1881	....
1st Mort. Sterling for £2,000,000			"	London.	1903	....	Plain Bonds.....	500,000	6	June & Dec.	"	1896	....
New York City and Northern:							Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income.....	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,950,600	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage.....	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage.....	300,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage.....	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage.....	4,852,000	7	"	"	1883	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	6*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1890-88	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar...	338,800	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage....	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol Mortgage, gold.....	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol M. Fund. Coup. Bds	3,999,226	7*	"	"	1920	....	1st Mortgage.....	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,000,000	6*	June & Dec.	"	1909	....	2d Mortgage Income.....	1,141,000	7	April.	"	1897	....
New 2d do. funded coupons.....	8,597,400	5*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	608,008	6*	"	"	1917	....	1st Mortgage, 1880.....	150,000	7	Jan. & July.	"	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	839,200	7	"	"	....	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000..	6,488,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (£1,000,000).	3,993,000	6*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):						
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	"	....	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880....	25,000,000	7*	Jan. & July.	"	1905	....	General Mortgage.....	10,992,760	6	Jan. & July.	Phil. or Lond	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	5*	May & Nov.	"	1910	....	General Mortgage, registered..	28,201,540	6	April & Oct.	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873....	5,000,000	6	M. J. S. & D.	"	1905	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879..	4,091,875	5	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	3,688,000	2-7	"	London.	1903	....	State lien for \$1,500,000, skg fd.	3,000,000	6*	April & Oct.	Philadelphia	1881-80	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	....	....
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R.R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1900	....	Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Norfolk & Peterb.—See AUM & O:							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, NO.	1888	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. L. & P.):						
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Peoria Decatur and Evansville:						
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage.....	2,569,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	858,000	6	"	"	1920	....
Bonds of 1881 secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum....	750,000	6	"	"	1920	....
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage.....	226,000	8	"	"	1899	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage.....	2,435,000	6	"	"	1907	....	Perkimon (Phila. and Rdg.):						
Northern Central (Mich.):							1st Mortgage.....	799,600	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage.....	1,525,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar...	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments)...	503,000	8	Jan. & July.	New York.	1899-98	....
Mortgage coupon.....	2,692,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage.....	300,000	8	May & Nov.	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:						
Consol. Gen. Mort. S. F. Coup.	4,478,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	5,000,000	6	"	Baltimore.	1923	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1923	....	2d Mortgage.....	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....	1st Mort. (Sunnyvale & Erie)...	978,000	7	April & Oct.	Philadelphia	1897	....
2d Mortgage.....	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1881	....
Northern Pacific:							2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
1st Mort., l. g., Mo. Div.....	2,383,896	6	"	New York.	....	....	General Mort. for \$20,000,000..	3,688,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Fend D'Oreille Div.	1,597,940	6*	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	"	1921	....	Receivers' Certificates, 1890..	1,800,000	4-6	"	Philadelphia.	....	....
Northwestern Virginia:							Loan of 1868, debenture.....	1,156,300	6	Jan. & July.	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Phila., Newton and New York:								St. Louis, Alton and Terre Haute:							
1st Mort. guar by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1907	...		1st Mortgage sfg fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	...	
Philadelphia, Wilmington & Balt:								1st Mortgage sfg fd. (Series B)	1,100,000	7	April & Oct.	"	"	1894	...
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bos.	1884	...		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	"	1894	...
Loan of 1887	1,000,000	6	April & Oct.	"	1887	...		2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	"	1894	...
Loan of 1872	700,000	6	"	Philadelphia.	1892	...		2d Mortgage Income (Series E)	1,700,000	7	"	"	"	1884	...
Loan of 1875	800,000	6	"	"	1900	...		Equipment Mortgage	300,000	10	March & Sept.	"	"	1880	...
Loan of 1880	1,000,000	5	June & Dec.	"	1910	...		St. Louis Iron Mt. and Southern:							
Pittsburg, Clin. & St. Louis (Pa.):								1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	...	
1st Mort. (Col. & Newark Div.)	455,000	7	Jan. and July.	Philadelphia.	1890	...		2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	...	
1st Mort. (Steub. & Lrd.) conv.	3,000,000	7	Monthly.	New York.	1884	...		1st Mort. L.G. (Arkansas R-rh)	2,500,000	7	June & Dec.	"	"	1895	...
Consol. Mortgage for \$100,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	...		1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	"	1897	...
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	...		1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	"	1891	...
Pittsburg and Connelleville:								St. Louis, Jacksonville & Chicago:							
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	...		1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	...	
1st Mort. (Tort. Creek Div.)	226,000	6	Feb. & Aug.	Pittsburg.	1882	...		2d Mortgage	360,000	7	Jan. & July.	"	"	1896	...
Consol. Mort. guar. by B. & O.	6,501,000	6	Jan. and July	London.	1926	...		St. Louis, Kansas City & North:							
Pittsburg, St. Wayne & Chicago:								1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	...	
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	...		Real estate & 2d M. for \$3,000,000	2,938,000	7	March & Sept.	"	"	1904	...
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	...		1st & 2d M. on St. Charles Bridge	1,384,500	7	April & Oct.	"	"	1908	...
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	...		1st Mort. (Omaha div.) gold	2,350,000	7	"	"	"	1919	...
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	...		1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	"	1919	...
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	...		St. Louis and San Francisco:							
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	...		1st Mort. (South Pacific) gold.	7,144,500	6	Jan. & July.	New York.	1889	...	
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	...		2d Mortgage A for \$500,000	414,305	6	May & Nov.	"	"	1908	...
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	...		2d Mortgage B & C for \$5,200,000	5,054,32	3	"	"	"	1908	...
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	...		Equipment Mortgage	1,000,000	7	June & Dec.	"	"	1895	...
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	...		Land Debentures	300,000	10	J. A. J. & O.	"	"	1884	...
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	...		M. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	"	1919	...
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	...		Joplin Railroad Bonds	200,000	...	"	"	"	...	...
2d Mortgage (Series M)	860,000	7	Jan. and July.	"	1887	...		St. Louis, Vandalia & Terre Haute:							
Construction Bonds	100,000	8	Jan. & July.	"	1884	...		1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	...	
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	...		2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	"	"	1893	...
Pittsburg and Lake Erie:								3d Mortgage (B.) convertible	1,000,000	7	"	"	"	1898	...
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	...		S. Paul, Minn. and Man'obas:							
Pittsburg, Va. and Charleston:								1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1891	...	
1st Mortgage	1,683,000	7	April & Oct.	Philadelphia.	1902	...		1st Mort. (St. Paul to Watab.)	866,000	7	Jan. & July.	"	"	1892	...
Portland & Ogdensburg:								1st Mort. (St. Paul to Watab.)	7,452,800	7	"	N.Y. & Lond	1909	...	
1st Mortgage, gold	800,000	6	Jan. & July	Portland.	1900	...		1st Mort., L. G., sinking fund	8,000,000	6	April & Oct.	"	"	1909	...
New Mort. gold, for \$3,300,000.	2,268,000	6	May and Nov.	"	1901	...		2d Mortgage, gold	2,350,000	6	May & Nov.	New York.	1910	...	
Portland and Rochester:								1st M. (Dakota Ext.) for \$2,000,000							
1st Mort. (Portland Loan) sfg fd	700,000	6	Jan. & July	Boston.	1887	...		Sand., Mansfield & Newark (B&O.)	2,303,000	7	Jan. & July.	New York.	1902	...	
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	...		1st Mortgage guaranteed.							
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	...		Savannah, Florida and Western:	1,666,000	7	Jan. & July.	...	1897	...	
Port Royal and Augusta:								1st Mortgage, Consolidated	300,000	7	"	New York.	1879	...	
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	...		Mort. Bonds (Sav. Alb. & Gulf)	464,000	7	May & Nov.	"	"	1888	...
Income bonds	1,500,000	6	"	"	1899	...		1st Mort. (So. Ga. and Florida)	200,000	7	"	"	"	1899	...
Portsmouth, (t. Falls & Conway:								2d Mort. (")							
1st Mortgage	1,000,000	4	June & Dec	Boston.	1937	...		Savannah, Griffin & North Ala.:	500,000	7	Jan. & July.	Macon.	1891	...	
Providence and Springfield:								1st Mortgage							
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	...		Schenectady and Duanebury:	500,000	6	March & Sept.	New York.	1924	...	
Providence and Worcester:								1st Mortgage, guar. by Del. & H.							
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	...		Scioto Valley:							
Raleigh and Gaston:								1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	...	
1st Mortgage	820,000	8	Jan. & July.	Phil. & Balt.	1898	...		2d Mortgage S. F.	290,000	7	April & Oct.	"	"	1894	...
Reading and Columbia (P.&R.):								Shamokin Valley & Pottville:	2,000,000	7	Jan. & July.	Philadelphia.	1901	...	
1st Mort. Coupon, guaranteed.	650,000	7	March & Sept	New York.	1882	...		1st Mortgage, on road and lands.							
2d Mort. Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	...		Shenandoah Valley:	2,100,000	7	"	...	1909	...	
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	...		2d Mortgage, Income	1,400,000	...	"	...	...	...
Rensselaer and Saratoga:								Shenango and Allegheny:	874,500	7	April & Oct.	New York.	1889	...	
Consol. Mort. for \$2,000,000...	1,925,000	7	May and Nov	New York.	1921	...		Shore Line (N. Y., N. H. & Hart.)							
Rhinebeck and Connecticut.								1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	...	
1st Mortgage, gold.	800,000	7	"	"	...			Sioux City and Dakota:							
Richmond and Allegheny:								1st Mort. (Dakota Southern)...	600,000		Feb. & Aug.	New York.	1894	...	
1st Mortgage, gold, 1880	5,000,000	7	"	"	...			1st M. (Sioux City & Pembina).	300,000		June & Dec.	"	"	1908	...
Richmond and ...ville:								Sioux City and Pacific:							
Virginia State Loan, sfg. fd.	508,000	6	Jan. & July	Richmond.	1890	...		1st Mortgage	1,628,000		Jan. & July.	New York.	1888	...	
Virginia State bonds, guar.	109,400	6	"	"	1875	...		2d Mortgage (Gov. Sulsaid)...	1,628,020	6	"	U.S. Treasury	1898	...	
1st Mort. (Piedmont branch)	500,000	6	"	"	1888	...		Somerset:							
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	...			1st Mortgage, gold	450,000	7	Jan. & July.	...	1891	...	
Consolidated Mortgage	1,266,900	6	May and Nov.	New York.	178-90	...		South Carolina:							
Gen'l Mort. gold for \$5,000,000.	1,728,000	6	April & Oct.	"	1904	...		1st Mortgage Sterling	1,482,667	5	Jan. & July.	London.	178-88	...	
R. ch., Fredericksburg & Potomac:								1st Mortgage (L.) currency	1,051,500	6	"	New York.	178-88	...	
Sterling Loan	87,227	6	Jan. & July.	London.	1885-95	...		2d Mort. for \$8,000,000	1,026,500	7	April & Oct.	"	"	1902	...
Dollar Loan	177,316	6	Various.	Richmond.	1880-90	...		Domestic (I) Bonds	1,087,500	7	"	Charleston.	1891	...	
Dollar Loan, coupon	450,000	8	Jan. & July	Philadelphia.	181-90	...		Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	180-92	...	
Richmond and Petersburg:								South and North Alabama:							
1st Mortgage, coupon	132,000	8	April & Oct.	Richmond.	181-86	...		1st Mort., endor. by Ala., gold...	391,000	8	Jan. & July.	New York.	1890	...	
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	...		Sterling Mort., guar. by L. & N.	5,076,040	6	May & Nov.	London.	1903	...	
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	...		Southern Central (N.Y.):							
Rock Island and Pacific:								1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	...	
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	...		2d Mortgage	600,000	7	March & Sept.	"	"	1882	...
Rome, Watertown & Ogdensb.								1st Mortgage, Interest Bonds...	675,954	7	Feb. & Aug.	"	"	1887	...
1st Mortgage (W.&R.) Sfg fd.	422,500	7	March & Sept.	New York.	1910	...		2d Mortgage, Interest Bonds	42,900	7	March & Sept.	"	"	1887	...
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	...		Southern Iowa and Cedar Rapids:							
General Mort. S. F.	1,021,500	7	June & Dec.	"	1891	...		1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	...	
Consol. Mort. for \$10,000,000	6,132,000	7	April & Oct.	"	1904	...		Southern Pacific (Cal.):							
1st Mort. (Sycamore Northern)	500,000	7	Jan. & July.	"	1901	...		1st Mortgage gold land grant...	29,520,000	6	April & Oct.	New York.	1905	...	
Rutland (Central Vermont):								Southern Pennsylvania:							
New 2d Mortgage	1,600,000	6	Feb. and Aug.	Boston.	1896	...		1st Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1900	...	
General Mortgage	1,500,000	5	May & Nov.	"	1902	...		South Western (Ga.):							
Saginaw Valley and St. Louis:								Company Bonds, Convertible...	133,000	7	various.	Macon.	1882	...	
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...		Southwest Pennsylvania:							
St. Johnsbury & L. Champlain:								1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	...	
1st Mortgage, 1880	600,000	6	"	"	1910	...		Spartanburg and Asheville:	400,000	7	Jan. & July.	Char. & N. Y.	1897	...	
St. Joseph and St. Louis:								1st Mortgage, gold							
1st Mortgage	500,000	7	Jan. & July.	New York.	1884	...		Staten Island:	200,000	7	Jan. & July.	New York.	1886	...	
St. Joseph and Western:								1st Mortgage							
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	...		Stantstead, Shefford and Chamby:	444,100	7	Jan. & July.	St. Albans.	1887	...	
2d Mortgage	1,300,000	7	"	"	1915	...		1st Mort., Guar. by Cent. Verm.							
1st Mort. (Kansas & Nebraska)	1,900,000	7	"	"	1916	...		Sterling Mountain:							
2d Mort. (")	1,300,000	7	"	"	1915	...		1st Mortgage	350,000	7	Jan. & July.	New York.	1895	...	
St. Louis, Hannibal and Keokuk:								Stock							

An Asterick (*) fixed to rate of interest signifies "Payable in Coll."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904		1st Mortgage consolidated.....	600,000	7	March & Sept.	New York.	1905	
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	
1st Mortgage.....	1,000,000	7					Wash. City & Ft. Lookout (S. & O.):						
Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906		Wash. City, Va. M.D. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887		1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	
Syracuse, Chenango and N. Y.							2d Mort. (" ")	833,000	7	Apr. and Oct.	"	1891	
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907		1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	
Syracuse, Geneva and Corning:							2d Mort. (" ")	1,197,500	6	Jan. and July.	"	1875	
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905		3d Mort. (" ")	600,000	6	May and Nov.	"	1873	
Terre Haute & Indianapolis:							4th Mort. (" ")	700,000	6	March & Sept.	"	1880	
Bonds of 1873 for \$1,600,000.....	1,400,000	7	April & Oct.	New York.	1898		General Mortgage.....	1,072,000	7	May and Nov.	"	1903	
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.):	1,510,000	6	Apr. and Oct.	"	1896	
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910		Funded Coup. (Orange & Alex.)	572,240	6	Various.	"	73-80	
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1908		1st Mortgage.....	234,000	7	Apr. and Oct.	New York.	1901	
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1903		General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1901	
2d Mortgage Consolidated.....	7,619,000	6	June & Dec.	"	1904		Western of Alabama.....						
Income and Land Grant.....	7,177,000	7	July.	N. Y. & Phil.	1915		1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	
1st Mort. gold, (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1909		1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,155,000	8	April & Oct.	"	1900	
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910		Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	600,000	10	J. A. J. & O.	Atlanta, Ga.	75-91	
1st Mortgage, gold, 1881.....	3,000,000	6			1921		Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1900	
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910		1st Mort. endor. by Balt.....	300,000	6	"	"	1890	
2d Mort., Income (non-cum) 1890	2,250,000	6			1910		2d Mort. (" ")	800,000	6	"	"	1898	
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1896	
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894		2d Mortgage preferred.....	600,000	6	"	"	1896	
Convertible Bonds.....	660,000	7	March & Sept.	"	1882		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	
1st Mortgage.....	140,000	7	Jan. & July.	Ronlout.	1904		Funded Coupons.....	520,250	6	"	"	1890	
2d Mortgage, Income Bonds.....	1,342,600	7			1904		Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.		
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	96-99		Land Grant bonds.....	100,000	7	"	"		
1st Mort. Land Grant.....	6,290,000	7	April & Oct.	"	1887		Western North Carolina:						
2d Mortgage (Gov. subidy.)	2,236,512	6	Jan. & July.	U.S. Treasury.	96-99		1st Mortgage.....	850,000	7			1890	
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893		Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1896		1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	
Collateral Trust Bonds.....	2,632,000	6	Jan. & July.	New York.	1908		1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1894	
1st Mortgage (Denver Pacific).....	627,000	7	May & Nov.	"	1899		General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,000,000	6	May and Nov.	New York.	1896		Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	
2d Mortgage (Gov. subidy.)	1,000,000	6	"	U.S. Treasury.	96-7-8		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1894	
Funded Interest Bonds.....	640,000	7	"	New York.			1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	
United N. J. R. R. & Canal Co.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	
Loan of 1901 (United Compa's)	5,662,000	6	March & Sept.	Philadelphia.	1901		Wilmington, Colum. & Augusta:						
Sterling Loan \$369,200 (U. Co's)	1,846,000	6	"	London.	1894		1st Mortgage.....	1,000,000	7	June & Dec.	Baltimore.	1910	
Sterling Loan \$369,000 (")	1,800,000	6	"	"	1894		Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894		Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888		Sterling Bonds.....	221,400	7	May and Nov.	"	1884	
Loan of 1908 (")	841,000	6	March & Sept.	"	1906		Sinking Fund gold. Bonds.....	749,000	7	Jan. and July.	New York.	1896	
Loan of 1886 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883		Wisconsin Central:						
Loan of 1880 (")	846,000	6	June & Dec.	Princeton.	1889		1st Mortgage land grant gold.....	8,108,000	7	Jan. and July.	Boston.	1901	
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889		Worcester and Nashua:						
Bond to State (N.J. R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)			Plain Bonds.....	275,000	5	Various.	Worcester.	1887	
Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890		Plain Bonds.....	400,000	5	Feb. and Aug.	"	1896	
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,888,000	7	Jan. & July.	New York.	1906		Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904		Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,943,750	6	Jan. and July.	Philadelphia.	1886	
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891		Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,000	7	"	"	1909		Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	
Utah Western:							Preferred Bonds (next lien)	1,696,500	6	Jan. and July.	Baltimore.	1885	
1st Mortgage.....	720,000	7			1904		Delaware Division (L.C. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891		Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merristown)	500,000	7	"	"			1st Mort., 1st series, July 1, 1880	3,500,000	7	Jan. and July.	New York.	1884	
1st Mort. (Olyn. & There-a)	200,000	7	"	"			reg. 1st series, Jan. 1, 1871	6,481,000	7	"	"	1891	
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.	4,866,000	7	Apr. and Oct.	"	1894	
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890		1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	"	1917	
Vermont & Canada (Cert. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891		Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909		Convertible Loan, gold.....	771,900	6	March & Sept.	"	1894	
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891		1st Mortgage, registered.....	6,881,940	6	J. A. J. & O.	"	1884	
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883		Mortgage (equip.) Loan, gold.....	4,653,000	6	June & Dec.	"	1897	
Convertible bonds.....	150,000	7	"	"	1884		Consolidated Mortgage.....	2,464,000	7	"	"	1911	
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	
General { 1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890		Morris (and Banking):						
2d series (blue).....	50,000	7	"	"	1890		1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	
3d series (black).....	138,000	7	"	"	1890		Boat Loan, sinking fund.....	220,000	7	"	"	1886	
4th series (not end.).....	1,180,800	7	Apr. and Oct.	"	1890		Preferred Stock Dividend Scrip.	108,184	7	Feb. and Aug.	"	1889	
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000.....	8,000,000	6	June & Dec.	New York.	1920		Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	"	1890		Schnylkill Navigation (Ph. & Edg.)						
1st Mort. (L. Erie, Wab. & St. L.)	2,600,000	7	"	"	1890		1st Mortgage, extended.....	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	
1st Mort. (Gt. West. Rwy. of '89)	2,495,000	7	"	"	1888		2d Mortgage.....	3,990,392	6	Jan. and July.	"	83-97	
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	"	1890		Improvement bonds.....	228,000	6	May and Nov.	"	1830	
1st Mort. (Ill. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882		Boat and Car Loan.....	755,680	6	"	"	1913	
2d Mort. (Decatur & East St. L.)	2,700,000	7	"	"	1889		Boat and Car Loan.....	628,100	7	"	"	1916	
2d Mort. (Toledo and Wabash)	1,009,000	7	May and Nov.	"	1893		Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1890	
2d Mort. (Wabash & Western)	1,591,000	7	"	"	1878		St. Josephanna:						
2d Mort. (Gt. West. Rwy. of '89)	2,600,000	7	"	"	1893		2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phil. & Balt.	1835	
Consol. (Tol., Wab. & West.).....	2,910,000	7	Feb. and Aug.	"	1907		3d Mortgage (Susqueh. Canal).....	1,233,000	6	"	"	1915	
Funded coupons.....	2,942,450	4-7	"	"	1893		Fr.-f. Int. Bds (")	325,210	6	"	"	1894	
Mortgage of 1879.....	1,000,000	7	Apr. and Oct.	"	1909		Western Union Telegraph:						
Sney Mortgage.....	692,000	7	Jan. & July.	"	91-82		Real Estate Bonds, Sinking Fund.....	1,375,000	6	May & Nov.	New York.	1903	
1st Mort. (Tol., P. and West.).....	4,500,000	7	April & Oct.	"	1917		Bonds (S.F.) Conv. till May 1895	3,930,000	6	"	"	1900	
1st Prof. Income (do.).....	2,900,000	4	"	"			Sterling Bonds, Sinking Fund.....	961,308	7	March & Sept.	London	1900	
2d Prof. Income (do.).....	1,000,000	4	"	"									

Rolling Stock signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic," State-aid Railroads are distinguished by a *.

[illegible]

June 30, 1860	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28.5	28
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[illegible]

Statement of the Public Debt of the United States, May 1, 1881.

	DEBT BEARING INTEREST.	
	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1881 (Oregon), 1881.....	\$688,200 00	\$13,764 00
6 per cent. 1881 bonds, 1881..	140,514,860 00	2,810,893 00
6 per cent. 1881 bonds, 1885..	55,145,760 00	1,102,915 00
6 per cent. funded loan of 1881	456,022,860 00	5,700,286 87
4 per cent. funded loan of 1891	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1907	738,022,700 00	2,462,075 67
Refunding Certificates.....	125,110 00	2,417 00
8 per cent. navy pension fund, 1865.....	14,000,000 00	140,000 00

Aggregate of debt bearing interest.....\$1,655,749,850 00 \$14,107,851 54
Interest due and unpaid.....2,710,492 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$67,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	374,550 00	738 81
6 per cent. 5-20 bonds, called June, 1864.....	64,850 00	237 42
6 per cent. 5-20 bonds, called 1865.....	77,850 00	49,351 81
5 per cent. 10-40 bonds, called, 1864.....	1,131,250 00	225,149 78
6 per cent. Consol. bonds, called, 1865.....	491,450 00	11,207 30
6 per cent. Consol. bonds, called, 1867.....	1,447,260 00	220,750 24
6 per cent. Consol. bonds, called, 1869.....	449,050 00	79,057 85
6 per cent. loan, 1861, matured Dec. 31, 1880.....	938,000 00	14,124 00
1 to 10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,688 06
1 to 10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
5 to 6 percent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	2,000 00	364 50
6 per cent. 1 year notes, 1863.....	16,300 00	1,104 45
6 per cent. 2 year notes, 1863.....	44,555 00	2,244 85
6 per cent. compound interest notes, 1863-64.....	35,750 00	1,832 99
7 to 10 per cent. 3 years' treasury notes, 1864-65.....	232,330 00	47,339 65
6 per cent. certificates of indebtedness, 1862-63.....	143,030 00	5,174 47
4 to 6 per cent. temporary loan, 1864.....	4,000 00	253 48
3 per cent. certificates called.....	2,000 00	244 19
	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$5,704,865 26 \$730,740 20

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,633 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	8,295,000 00	
Gold certificates, 1863.....	5,962,600 00	
Silver certificates, 1875.....	50,680,140 00	
Unredeemed interest.....		6,656 51
Fractional currency, 1862, 1863 and 1864.....	\$15,490,980 92	
Less amount estimated as lost or destroyed, not of June 21, 1879.....	8,375,984 70	
		7,115,046 92

Aggregate of debt bearing no interest.....\$418,791,432 92 \$6,656 51

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

A dispatch, dated Oaxaca, Mexico, May 14th, says that Mr. Romero has published there and at the City of Mexico his full report of the proceedings taken in the United States touching the building of railroads in Mexico, and that in Oaxaca all misapprehensions on this subject have subsided. The public feeling is growing entirely

favorable to American enterprise and the prospect now is that General Grant will obtain from the authorities all that he asks for in connection with the railway projects in behalf of which he has concerned himself.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 7, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1881.	1880.
Reading Railroad.....	197,370	2,956,951	2,809,724
Schuylkill Canal.....	18,082	60,265	114,948
Lehigh Valley.....	145,467	2,256,142	1,748,035
Del., Lack. & Western.....	98,976	1,358,874	1,143,070
Shamokin Valley.....	17,524	345,190	278,972
Central New Jersey.....	84,334	1,319,247	1,129,675
United R. R. of New Jersey.....	39,903	535,816	347,764
Pennsylvania Coal.....	20,081	867,492	307,746
Delaware and Hudson.....	73,340	1,165,633	1,065,151
Huntingdon & Broad Top Mt.....	6,975	151,078	171,770
Penn. and New York.....	34,659	564,768	478,799
Clearfield, Pa.....	56,707	799,451	409,481

The total tonnage of anthracite coal from all the regions for the week ending May 7, as reported by the several carrying companies, amounted to 644,095 tons, against 397,884 tons in the corresponding week last year, an increase of 246,211 tons. The total amount of anthracite mined for the year is 8,655,026 tons, against 7,273,802 tons for the same period last year, an increase of 1,381,224 tons. The quantity of bituminous coal sent to market for the week amounted to 112,643 tons, against 79,673 tons in corresponding week last year, a decrease of 32,970 tons. The total amount of bituminous mined for the year is 1,601,783 tons, against 1,273,353 tons for the corresponding period last year an increase of 328,430 tons. The total tonnage of all kinds of coal for the week is 756,738 tons, against 477,557 tons in corresponding week last year, an increase of 279,181 tons, and the total tonnage for the coal year is 10,256,809 tons, against 8,547,155 tons to same date last year, an increase of 1,709,654 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 7 was 174,585 tons, of which 124,270 tons were coal and 50,315 tons coke. The total tonnage for the year thus far has been 3,119,606 tons, of which 2,230,759 tons were coal and 888,847 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 7 were 43,524 tons, and for the year to that date 595,431 tons, a decrease of 47,885 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 26,042 tons; year, 430,806 tons; decrease as compared with 1880, 5,589 tons. Chesapeake and Ohio Canal—week, 14,185 tons; year, 57,950 tons; decrease as compared with 1880, 8,999 tons. Pennsylvania Railroad—week, 3,397 tons; year, 56,675 tons; decrease as compared with 1880, 23,298 tons. The Reading Railroad coal shipments for last week, ending May 14, were 114,000 tons, of which 32,600 tons were sent to Port Richmond and 34,500 tons shipped thence, and 6,900 tons were sent to Elizabethport and 12,500 tons shipped thence. —[Phila. Ledger, May 16.]

It is stated that the transfer of the Grand Junction Railway to the Grand Trunk Railway of Canada will take place about June 1. It is also said that the road has been bonded at \$900,000, and that the bonds have been purchased by the Grand Trunk at 92½.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 17.

W.11 Th.12 F.13 Sat.14 M.15 Tu.17.

Allegheny Val. 33-10s.....	59	59	59	59	59	59
7s, Income.....	105	105	105	105	105	105
Camden & Am. 6s, 1883.....	105	105	105	105	105	105
6s, 1889.....	105	105	105	105	105	105
Mort. 6s, 1889.....	105	105	105	105	105	105
Camden and Atlantic.....	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
Oakwissa.....	53	53	53	53	53	53
Preferred.....	53	53	53	53	53	53
7s, new.....	112	112	112	112	112	112
Del. & Bound Brook.....	112	112	112	112	112	112
7s.....	112	112	112	112	112	112
Elmira & Williamsport.....	112	112	112	112	112	112
Preferred.....	112	112	112	112	112	112
Hunt. & B. Top Mt. 12s.....	121	121	121	121	121	121
Preferred.....	211	221	221	221	221	211
3d mortgage.....	46	46	46	46	46	46
Lehigh Navigation.....	46	46	46	46	46	46
6s, 1884.....	46	46	46	46	46	46
Gold Loan.....	115	115	115	115	115	115
Railroad Loan.....	115	115	115	115	115	115
Conv. Gold Loan.....	115	115	115	115	115	115
Consol. Mort. 7s.....	61	61	61	61	61	61
Lehigh Valley.....	61	61	61	61	61	61
1st mort. 5s, coupon.....	127	127	127	127	127	127
1st mort. 7s, reg.....	137	137	137	137	137	137
2d mort. 7s.....	137	137	137	137	137	137
Consol. mort. 6s.....	125	125	125	125	125	125
Consol. mort. 6s, reg. 125	125	125	125	125	125	125
Little Schuylkill.....	52	52	52	52	52	52
Minehill & Sch. Haven. 52	52	52	52	52	52	52
North Pennsylvania.....	109	109	109	109	109	109
1st mortgage 6s.....	109	109	109	109	109	109
2d mortgage 7s.....	109	109	109	109	109	109
Gen'l mort. 7s, coup.....	109	109	109	109	109	109
Gen'l Mort. 7s, reg.....	109	109	109	109	109	109
Northern Central.....	53	53	53	53	53	53
6s.....	100	101	101	101	101	101
Northern Pacific.....	42	42	44	44	44	44
Preferred.....	77	78	79	79	79	79
Pennsylvania R. R. 6s.....	61	61	61	61	61	61
1st mortgage.....	61	61	61	61	61	61
Gen'l mortgage.....	125	125	125	125	125	125
Gen'l mort. reg.....	125	125	125	125	125	125
Consol. mort. 6s.....	125	125	125	125	125	125
Consol. mort. 6s, reg.....	125	125	125	125	125	125
Penn. State 3d series.....	125	125	125	125	125	125
do. 5s, new.....	125	125	125	125	125	125
do. 4s.....	104	104	104	104	104	104
Phila. and Reading.....	28	28	28	28	28	28
1st Mortgage 6s.....	28	28	28	28	28	28
7s, of 1893.....	28	28	28	28	28	28
7s, new convertible.....	28	28	28	28	28	28
Consol. mortgage 7s.....	129	129	129	129	129	129
Consol. mortgage reg.....	92	93	94	94	94	94
Gen'l mortgage 6s.....	92	93	94	94	94	94
Philadelphia and Erie 27	27	27	27	27	27	27
1st mortgage, 7s.....	119	119	119	119	119	119
2d mortgage, 7s.....	119	119	119	119	119	119
Pittsb., Cin. & St. L. 12s	21	21	21	21	21	21
Pittsb., Titusv. & R. 21	21	21	21	21	21	21
7s.....	98	98	98	98	98	98
Schuylkill Navigation.....	11	11	11	11	11	11
Preferred.....	11	11	11	11	11	11
6s, 1872.....	87	87	87	87	87	87
6s, 1882.....	87	87	87	87	87	87
United Co. of N. Jersey.....	185	187	189	190	190	190
Hestonville, (Horse) 22	21	21	21	21	21	21
Chestnut & Wal. (do).....	21	21	21	21	21	21
Greenand Conter (do).....	21	21	21	21	21	21

Baltimore Stock Exchange.

Closing Prices for the week ending May 17.

W.11 Th.12 F.13 Sat.14 M.15 Tu.17.

Baltimore and Ohio.....	202	202	202	202	202	202
6s, 1880.....	109	109	109	109	109	109
6s, 1885.....	109	109	109	109	109	109
Central Ohio (\$50).....	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114
Marietta & Cincinnati.....	122	122	122	122	122	122
1st mortgage, 7s.....	98	98	98	98	98	98
2d mortgage, 7s.....	98	98	98	98	98	98
3d mortgage, 8s.....	52	52	52	52	52	52
Northern Central (\$50).....	53	53	53	53	53	53
2d mortgage, 6s 1885.....	110	110	110	110	110	110
3d mortgage, 6s, 1909.....	110	110	110	110	110	110
6s, 1900, Gold.....	110	110	110	110	110	110
6s, 1904, gold.....	110	110	110	110	110	110
Orange and Alex. 1st.....	128	128	128	128	128	128
2d mortgage, 6s.....	110	110	110	110	110	110
3d mortgage, 6s.....	110	110	110	110	110	110
4th mortgage, 6s.....	110	110	110	110	110	110
O. Alex. & Manassas 7/103	125	125	125	125	125	125
Pittsb. & Connellsv. 7s 12s	125	125	125	125	125	125
Virginia 6s, Consol.....	85	85	85	85	85	85
Consol. Coupons.....	96	96	96	96	96	96
10-40 bonds.....	53	53	53	53	53	53
Deferred Certificates.....	18	18	18	18	18	18
Western Maryland.....	18	17	17	17	17	17
1st M., end. by Balt.....	110	110	110	110	110	110
2d M., do.....	110	110	110	110	110	110
3d M., do.....	110	110	110	110	110	110
1st M., endorsed.....	114	114	114	114	114	114
2d M., end. Wash. Co.....	110	110	110	110	110	110
2d M., preferred.....	110	110	110	110	110	110
City Passenger R. R.....	33	33	33	33	33	33

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.15	Tu.16	W.17
Adams Express.....	182	182	182	182	182	182
Albany and Susq.....	130	131	131	131	131	131
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
American Express.....	82	82	82	82	82	82
Atlantic & Pacific Tel. 82	82	82	82	82	82	82
Burl. O. & N. 78	78	78	78	78	78	78
1st mortgage 6s.....	103	103	103	103	103	103
Canada Southern.....	77	78	79	79	79	78
1st mortgage guar.....	103	104	104	104	104	104
Central of N. Jersey.....	104	104	104	104	104	104
1st mortgage 1890.....	104	104	104	104	104	104
7s, consolidated, ass.....	117	117	118	118	118	118
7s, convertible, ass.....	117	117	118	118	118	118
7s, Income.....	102	103	104	104	104	104
Adjustment.....	101	101	101	101	101	101
Central Pacific.....	90	91	91	92	92	91
6s, gold.....	115	115	115	115	115	115
1st M. (San Joaquin).....	106	106	106	106	106	106
1st M. (Cal. and Or.).....	106	106	106	106	106	106
Land grant 6s.....	106	106	106	106	106	106
Chesapeake and Ohio.....	29	32	33	33	31	31
Chicago and Alton.....	144	144	146	146	144	144
Preferred.....	144	144	146	146	144	144
1st mortgage.....	125	125	125	125	125	125
Sinking Fund.....	106	106	107	107	107	107
Ohio, Burl. & Quincy 106	106	107	107	107	107	107
7s Consol. 1903.....	122	122	121	121	121	121
Ohio, Mil. and St. Paul 119	122	122	121	121	121	121
Preferred.....	122	122	121	121	121	121
1st mortgage, 6s.....	122	122	121	121	121	121
2d mortgage, 7 1/2-10s.....	122	122	121	121	121	121
7s, gold.....	122	122	121	121	121	121
1st M. (La Crosse div.).....	122	122	121	121	121	121
1st M. (I. and M. div.).....	122	122	121	121	121	121
1st M. (I. and D. ext.).....	122	122	121	121	121	121
1st M. (H. & D. div.).....	122	122	121	121	121	121
1st M. (C. & M. div.).....	122	122	121	121	121	121
Consolidated S. F.....	122	122	121	121	121	121
Ohio, & Northwestern 128	129	129	129	128	128	128
Preferred.....	129	129	129	128	128	128
1st mortgage.....	129	129	129	128	128	128
Sinking Fund 6s.....	129	129	129	128	128	128
Consolidated 7s.....	129	129	129	128	128	128
Consol. Gold bonds.....	127	127	128	127	127	127
Do, reg.....	127	127	128	127	127	127
Ohio, Rock Isl. & Pac. 139	143	143	144	144	144	144
6s, 1917, c.....	127	127	128	127	127	127
Clev., Col., C. and Ind. 97	97	97	98	98	98	97
1st mortgage.....	127	127	128	127	127	127
Clev. & Pittsburg guar. 141	141	141	141	141	141	141
7s, Consolidated.....	127	127	128	127	127	127
4th mortgage.....	127	127	128	127	127	127
Col., Ohl., & Ind. (Cent 37)	27	27	29	29	28	28
1st mortgage.....	127	127	128	127	127	127
3d mortgage.....	127	127	128	127	127	127
Del. & Hudson Canal 113	113	113	113	113	113	113
Reg. 7s, 1891.....	113	113	113	113	113	113
Reg. 7s, 1894.....	113	113	113	113	113	113
Del., Laek. & Western 122	124	124	124	124	124	124
1d mortgage 7s.....	124	124	124	124	124	124
7s, Consol. 1907.....	124	124	124	124	124	124
Erie Railway.....	124	124	124	124	124	124
1st mortgage.....	124	124	124	124	124	124
3d mort. 6s, ext.....	109	109	109	109	109	109
4th mort. 6s, ext.....	109	109	109	109	109	109
5th mortgage.....	109	109	109	109	109	109
7s, Consol. gold.....	131	131	131	131	131	131
Great Western 1st mort.....	110	110	111	111	110	110
Hannibal & St. Joseph 74	74	74	74	74	74	74
Preferred.....	112	112	112	112	112	112
6s, Convertible.....	112	112	112	112	112	112
Houston & Tex. Cent. 75	76	76	78	80	81	83
1st Mortgage.....	112	112	112	112	112	112
Illinois Central.....	139	140	141	142	141	142
Lake Shore & Mich. So. 124	131	131	131	130	130	130
Consol. 7s.....	123	123	123	123	123	123
Consol. 7s, reg.....	123	123	123	123	123	123
2d Consolidated.....	123	123	123	123	123	123
Leh. & W.B. 7s, Con.....	123	123	123	123	123	123
Long Dock bonds.....	104	104	104	104	104	104
Louisville & Nashville 104	105	105	105	105	105	105
7s Consolidated.....	105	105	105	105	105	105
Manhattan.....	25	25	25	25	25	25
Metropolitan Elevated.....	90	92	95	91	89	90
1st Mortgage.....	104	104	104	104	104	104
Michigan Central.....	110	112	113	113	112	112
7s, 1902.....	112	112	112	112	112	112
M. & N. I. 1st, S.F.....	112	112	112	112	112	112
Morris and Essex.....	126	127	128	128	128	128
1st mortgage.....	110	110	110	110	110	110
7s of 1871.....	110	110	110	110	110	110
7s, Convertible.....	110	110	110	110	110	110
7s, Consolidated.....	110	110	110	110	110	110
N. Y. Cent. & Hud. Riv. 147	149	150	149	149	149	149
6s, Sinking fund, 1888 103	103	103	103	103	103	103
6s, Sinking fund, 1887.....	103	103	103	103	103	103
1st mortgage.....	103	103	103	103	103	103
1st mortgage, reg.....	103	103	103	103	103	103
N. Y. Elevated.....	107	107	108	107	106	106
1st mortgage.....	110	110	110	110	110	110
N. York and Harlem.....	110	110	110	110	110	110
Preferred.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
1st mortgage, reg.....	110	110	110	110	110	110

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.15	Tu.16	W.17
N. Y., Lake Erie & W.....	49	50	50	50	49	49
Preferred.....	90	91	92	91	90	90
2d Consolidated.....	106	106	106	106	106	106
New 2d 5s fund.....	103	103	104	104	106	106
N. Y., N. Haven & Hart.....	183	183	183	183	183	183
North Missouri 1st M.....	43	43	44	44	43	43
Northern Pacific.....	43	43	44	44	43	43
Preferred.....	77	77	77	77	77	77
Ohio and Mississippi.....	46	46	46	46	46	46
Preferred.....	109	109	110	110	111	111
2d mortgage.....	125	125	125	125	125	125
Consolidated 7s.....	120	120	120	120	121	121
Consol. Sinking fund.....	120	120	120	120	121	121
Pacific Mail S. S. Co. 54	54	54	54	55	54	54
Pacific R. R. of Mo.....	109	109	109	109	109	109
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
Panama.....	260	262	262	262	262	262
Philadelphia & Reading 57	57	58	58	59	59	59
Pitts., Ft. W. & Chi. 138	138	138	138	138	138	138
1st mortgage.....	138	138	138	138	138	138
2d mortgage.....	138	138	138	138	138	138
Pullman Palace Car.....	17	17	18	18	19	19
Quicksilver Mining Co 18	17	18	18	18	19	19
Preferred.....	67	67	67	67	67	67
St. Louis & San Fran. 46	46	47	47	47	46	46
Preferred.....	70	70	73	72	71	71
1st Preferred.....	108	108	108	108	108	108
St. L., Alton and T. H. 76	71	72	73	74	74	74
Preferred.....	142	140	140	142	142	137
1st mortgage.....	142	140	140	142	142	137
2d mort. preferred.....	142	140	140	142	142	137
Income bonds.....	142	140	140	142	142	137
St. L., Iron Mt. & S. A. 71	72	73	73	73	80	80
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Tol., P. & W. 1st S. D.....	101	101	101	101	101	101
1st mort. West. Div.....	120	120	120	120	122	122
Union Pacific.....	119	118	118	118	118	118
1st mortgage.....	119	118	118	118	118	118
Land Grant 7s.....	119	118	118	118	118	118
Sinking Fund 8s.....	119	118	118	118	118	118
United States Express. 62	62	62	62	62	60	60
Wabash.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
7s, Consolidated.....	112	112	112	112	112	112
St. Louis Division.....	112	112	112	112	112	112
Wabash, St. L. & Pac. 58	58	58	58	58	58	58
Preferred.....	112	112	112	112	112	112
New Mort. 7s.....	112	112	112	112	112	112
Wells-Fargo Express. 118	118	118	118	118	118	118
Western Pacific bonds. 113	113	113	113	113	113	113
Western Union Tel. 117	117	117	117	117	117	117
7s, S. F. conv., 1900.....	117	117	117	117	117	117

Boston Stock Exchange.

Prices for the week ending May 18.

Th. 12 F. 13 Sat. 14 M. 15 Tu. 16 W. 17						
Atch., Top. and Sap. F. 142	144	144	144	143	143	143
1st mortgage.....	144	144	144	143	143	143
2d mortgage.....	144	144	144	143	143	143
Land Grant 7s.....	171	171	171	172	173	172
Boston and Albany.....	171	171	171	172	173	172
7s, reg.....	128	128	128	128	128	128
Boston and Lowell.....	159	159	159	159	159	159
Boston and Maine.....	158	158	158	158	158	158
Boston and Providence.....	158	158	158	158	158	158
Boston, Hart. & Everts 64	64	64	64	64	63	63
Burl. & Mo. R. L. G. 7s.....	115	115	115	115	115	115
Burl. & Mo. R. in Neb.....	115	115	115	115	115	115
6s, exempt.....	115	115	115	115	115	115
4s.....	115	115	115	115	115	115
Ohl., Burl. and Quincy.....	166	166	166	167	167	167
7s.....	166	166	166	167	167	167
Ohl., Sand. & Cleve. (\$50) 31	31	31	31	31	32	32
Concord (\$50).....	106	106	106	106	106	106
Connecticut River.....	106	106	106	106	106	106
Eastern.....	106	106	106	106	106	106
New 4s Bonds.....	106	106	106	106	106	106
Fitchburg.....	150	150	150	150	150	150
Kan. C., Top. & West.....	119	119	119	119	119	119
Michigan Central.....	63	63	63	63	61	61
N. Y. & New England.....	63	63	63	63	61	61
7s.....	119	119	119	119	119	119
Northern, N. H.....	109	109	109	109	109	109
Norwich and Worcester.....	53	53	53	53	54	54
Ogden & Lake Cham.....	53	53	53	53	54	54
Preferred.....	132	132	132	132	131	132
Old Colony.....	68	68	68	68	68	68
Ph., Wil. & Balt. (\$50) 58	58	58	58	58	58	58
Portl'd, Sac. & Ports.....	124	124	124	124	124	124
Pueblo & Ark. Val.....	134	134	134	134	134	134
7s.....	134	134	134	134	134	134
Fullman Palace Car.....	124	124	124	124	124	124
Union Pacific.....	124	124	124	124	124	124
8s.....	119	119	119	119	119	119
Land Grant 7s.....	121	121	121	121	121	121
Sinking Fund 8s.....	121	121	121	121	121	121
Vermont and Canada.....	121	121	121	121	121	121
Vermont and Mass.....	121	121	121	121	121	121
Worcester and Nashua.....	121	121	121	121	121	121
Cambridge (Horse).....	74	74	74	74	74	74
Metropolitan ("").....	74	74	74	74	74	74
Middex ("").....	238	238	238	238	238	238
Oak & Reels Mining Co. 238	238	238	238	238	238	238
Quincy.....	32	32	32	33	33	33

United States is exceeded only in two countries in Europe, namely, by \$596,000,000 in England, and \$927,000,000 in France. The circulation in England is estimated at \$428,000,000, and in France at \$816,000,000. The larger proportion of circulation in the latter countries is attributed to the fact that their coinage is of much smaller denominations than that of this country. The largest English gold coin is the Sovereign, which is the equivalent to about \$4 88½, while in France for many years past nearly 99 per cent of the gold coinage was in pieces of less than \$5. Since 1st July, 1879, the coinage of the smaller gold pieces has been considerably increased, and the director believes that the absorption of \$140,000,000 into active circulation since that date is owing, to a considerable extent, to that circumstance.

The trustees of the deed of trust under which the bonds of the Canton Co. of 1874 at 6 per cent are issued give notice that they will select \$148,000 of said bonds by lot on 25th June proximo, for redemption. The funds applied to the payment of these bonds are the proceeds of a sale of land by the Canton Company of Baltimore to the Northern Central Railway. The total amount of the bonds outstanding is \$1,073,000.

We republish this week the Statement of the Public Debt of the United States as of April 30, 1881.

The closing quotations on Thursday were: Adams Express, 130@132; American Express, 87@88; American District Telegraph, 56@58; Atlantic and Pacific Telegraph, —@55; Chicago, Burlington and Quincy, 166¼@167; Canada Southern, 78@78½; Chicago and Northwestern, 128¼@128½; do. pref., 141¼@142; Central Pacific, 91¼@91½; Chicago, Milwaukee and St. Paul, 121¼@121½; do. pref., —@132; Chicago, Rock Island and Pacific, 143¼@144; Cleveland, Columbus, Cincinnati and Indianapolis, 97¼@97½; Columbus, Chicago and Indiana Central, 81½@81¾; Delaware and Hudson Canal, 113@113½; Delaware, Lackawanna and Western, 125½@125¾; Hannibal and St. Joseph, 77¾@77½; do. pref., 112¾@112½; Lake Erie and Western, 56@57; Lake Shore and Michigan Southern, 132¼@132½; Metropolitan Elevated, 90¾@91; Manhattan Elevated, 24¼@25; Michigan Central, 118¼@118½; New York Elevated, 107¼@108; New York, Lake Erie and Western, 49½@49¾; do. pref., 91@91½; New York Central and Hudson River, 150½@150¾; Ohio and Mississippi 47@47½; do. pref., 123; Ohio Central, 85½@85¾; Pacific Mail, 55½@56; St. Louis, Alton and Terre Haute, 70@72; do. pref., 137@141½; Texas and Pacific, 67¾@67½; Union Pacific, 123¼@123½; United States Express, 67¾@68½; Wells Fargo Express, 118¼@119½; Western Union Telegraph, 120@121; do. ex. div., 90¼@90½; Wabash, St. Louis and Pacific, 55½@55¾; do. pref., 94¼@95.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Atchison, Colorado and Pacific 1st, 108; Boston, Hartford and Erie 1st, 68½; Chicago and Alton Inc., 105; Chicago, Milwaukee and St. Paul, 1st, Southern Minn. div., 110; do. S. W. div. 1st, 110½; Chesapeake and Ohio

1st pref., 47¾; do. 2d pref., 35; do. cur. int., 65½; do. 1st, Series B, 90½; Chicago, St. Paul, Minneapolis and Omaha, 45; do. pref., 105½; do. consol., 108; Cincinnati, Sandusky and Cleveland, 66; Cedar Falls and Minnesota, 28¼; Chicago, St. Louis and New Orleans, 81½; Cincinnati, Indianapolis, St. Louis and Chicago, 64½; Chicago and Eastern Illinois, 90; Cairo and Fulton 1st, 115¼; Central Iowa 1st, 116; Col., Chi. and Ind. Cent. Inc., 75; do. 1st, Trust Co. certif. ass. sup., 121; Clew., Col., Cio. and Ind. consol., 125; Debuque and Sioux City, 80; Denver and Rio Grande, 109½; do. 1st, 117¼; do. 1st consol., 118¾; Danbury and Norwalk, 68; Denver, South Park and Pacific 1st, 111; Denver Pacific 1st 118¾; Evansville, Henderson and Nashville 1st, 109½; Gulf, Colorado and Santa Fe 1st, 117½; Houston and Texas Central 1st Western div., 112¾; do. 2d, M. L., 126; Ind., Bloom. and Western, 66; do. 1st, 90½; do. 2d, 82½; International and Gt. Northern 1st, 112; do. 2d Inc., 100; Indianapolis, Decatur and Springfield 2d Inc., 78; Keokuk and Des Moines, 25½; do. pref., 52¼; Kansas Pacific 6s, J. and D. 1886, 115½; do. 6s, Denver Div. ass., 111¼; do. 1st consol., 108½; Louisville and Nashville Gen'l mort., 6s, 111; do. N. O. and M. div. 1st, 109; Louisiana and Missouri River, 29¼; Louisville, New Albany and Chicago, 90; do. 1st, 110; Lake Erie and Western, 56; do. Inc., 76; Laf., Bloom. and Muncie 1st, 105½; do. Inc., 80; Lehigh and Wilkesbarre consol. ass., 112; Minneapolis and St. Louis 1st, 118½; do. Iowa Ext., 111; do. La C. and Dav. div., 100; do. Chicago and Pacific div., 111; Manhattan Beach, 54½; do. 7s, 100; Marietta and Cincinnati 1st pref., 19; do. 2d pref., 13; Mobile and Ohio, 88¼; do. 1st debent., 98; do. 2d debent., 67; do. 3d debent., 66; do. 4th debent., 58; do. 1st mort., 114; Missouri, Kansas and Texas, 51¼; do. 6s, 99; do. 2d, 89¾; do. 1st consol. ass., 110; Milwaukee, Lake Shore and Western, 57¾; Memphis and Charleston, 75¾; do. 1st, 103¾; Missouri Pacific, 107; do. 1st, consol., 105½; Metropolitan Elevated 2d, 90¼; Nashville, Chattanooga and St. Louis, 92; New York, Ontario and Western, 87½; New York and New England, 62½; Northern Pacific bond certif., 104½; New York City and Northern Gen'l mort., 97¼; New York and Manhattan Beach 1st, 110; Ohio Central, 85½; do. Inc., 66½; do. 1st, 107; do. Terminal Trust, 104; Oregon Railway and Nav., 164; do. 1st, 111; Ohio and Mississippi 1st, Springfield div., 117; Peoria, Decatur and Evansville, 45; do. 1st, 109; do. Inc., 90; Rochester and Pittsburgh, 87¼; do. 1st, 108; do. Inc., 57½; Rensselaer and Saratoga, 145; Rome, Watertown and Ogdensburg, 80; do. 1st consol., 89; St. Paul and Duluth, 40; do. pref., 88; St. Louis and Iron Mt. 1st pref. Inc., 99; do. 2d pref. Inc., 92½; do. Cairo, Ark. and Texas 1st, 115; St. Louis, Kansas City and Northern St. Charles Bridge 1st, 103; do. Omaha div. 1st, 118¾; do. R. E. 7s, 1895, 117½; St. Paul and Sioux City 1st, 111; St. Louis and San Francisco 2d, class A, 105¼; do. B, 95½; St. Paul, Minn. and Man., 1st, 112½; do. 2d, 104¼; Southern Pacific of California 1st, 105¼; Texas and Pacific, 67¼; do. Income L. G., 90; do. Rio Grande div. 1st, 100½; Texas and St. Louis, 45½; Toledo, Delphos and

Burlington, 84; do. 1st, 98; do. Inc., 61½; do. Dayton div. Inc., 68; Toledo, Peoria and Western, 1st, 117½; Toledo and Wabash consol., 116; Union Pacific Col. Trust 6s, 110¼; Utah Southern Gen'l mort. 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 105½; do. Chicago div., 1st 99½; do. Havana div., 103; Arkansas 7s, L. R. & F. S., 20; do. M., O. & R. R., 17; do. 7s, funded, 35; Alabama Class A, 72¼; do. B, 98½; do. C. 85; Louisiana 7s, consol., 60½; Missouri 6s, 1899@1890, 116; North Carolina 6s, S. T., 2d class, 8½; no. fund act 1866, 18½; South Carolina 6s, non-fund., 10½; Tennessee 6s, old, 72½; do. new, 73½; Virginia 6s, def., 19½; Brooklyn 6s, W. L., 102½; Am. Union Tel., 86; Am. Dist. Tel., 58; Colorado Coal and Iron, 64; do. 6s, 100; Consolidated Coal, 42½; Cumberland Coal, 34¼; Maryland Coal, 31½; New Central Coal, 32; Sutro Tunnel, 2½; Canton Co., 62; Central Mining, 4¾; Caribou, 2¾; Deadwood, 8; Excelsior, 5; Little Pittsburgh, 8¾; Mariposa, 6; Silver Cliff, 5¼; Stormont, 8½; Standard, 23¾.

Philadelphia—Am. S. S. Co. 6s, 106; Allegheny Valley, 17; do. Inc. scrip, 55; Central Transp., 44; Empire Car Trust 6s, 101½; Erie and Western Transp. Co., 70; Huntingdon and Broad Top Mt. consol. mort. 5s, 91½; do. consol. 7s, 110; Junction 1st mort., 104¼; Norfolk and Western pref., 68; North Pennsylvania 6s, 1905, 107; Nesquehoning Valley R. R., 58; Pennsylvania Co., 108½; Philadelphia and Reading R. R. debent. 6s, 56; do. scrip, 63; Perkiomen 6s, 102; Philadelphia and Trenton R. R., 187½; Pennsylvania Canal 6s, 98½; Pennsylvania R. R. Allotment, 16½; Pittsburgh Av. 7s, 109; Pennsylvania and New York Canal 7s, 124¼; St. Paul and Duluth, 42; do. pref., 86½; Schuylkill Nav. 6s, 1895, 50; Shamokin, Hazleton and Wilkesbarre 2d, 49; do. 5s, 98; Susquehanna Canal 6s, 50; Texas and Pacific consol. mort. 6s, 108; do. Rio Grande div. 6s, 99½; West Jersey R. R., 83; West Jersey and Atlantic 6s, 110; Western Pennsylvania 6s, Pittsburgh Branch, 111½. The latest quotations are: City 6s, 115@116; do. free of tax, 128@130; do. 4s, new, 106@113; Pennsylvania State 6s, 3d series, 104¼@105; do. 5s, new, loan, 118@118½; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¾@30; do. consol. mort. 7s, comp. 128½@—; do. reg., 128½@—; do. mort. 6s, 120@—; do. 7s, 1898, 121@—; United New Jersey R. R. and Canal, 189¾@190¾; Buffalo, Pittsburgh and Western, 21½@21¾; Pittsburgh, Titusville and Buffalo 7s, 98¼@99¾; Camden and Amboy mort. 6s, 1889, —@115½; Pennsylvania R. R., 66½@66¾; do. gen'l mort., coupon, 126½@—; do. reg., 126@125¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 13¾@14¼; do. 6s, 1882, 89¼@89¾; do. 1872, 106@109; Elmira and Williamsport pref., 54@—; do. 6s, 115@115½; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 40¾@46¼; do. 6s, 1884, 106½@—; do. R. R. loan, 116½@—; do. Gold Loan, 118@—; do. consol. 7s, 121@125½; Northern Pacific, 48¾@43¾; do. pref. 77½@77¾; North Pennsylvania, 58¾@59¾; do. 6s, 108¾@110; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 121@—; Phil-

Philadelphia and Erie, 27 $\frac{1}{2}$ @27 $\frac{1}{2}$; do. 7s, 118 $\frac{1}{2}$ @119; Minehill, 59 $\frac{1}{2}$ @59 $\frac{1}{2}$; Catawissa, 23@23 $\frac{1}{2}$; do. pref., 52@54; do. new pref., 51@51 $\frac{1}{2}$; do. 7s, 1900, 120@—; Lehigh Valley 62 $\frac{1}{2}$ @62 $\frac{1}{2}$; do. 6s, coupon, 125 $\frac{1}{2}$ @127 $\frac{1}{2}$; do. reg., 125@127; do. 2d mort. 7s, 137@—; do. consol. mort., 125@125 $\frac{1}{2}$; Fifth and Sixth streets (horse), 136@137; Second and Third, 112@—; Thirteenth and Fifteenth, 75@—; Spruce and Pine, 50 $\frac{1}{2}$ @—; Green and Coates, 80@—; Chestnut and Walnut, 94@96; Hestonville, 21 $\frac{1}{2}$ @—; Germantown, 75@—; Union, 119@125; Lombard and South, 24 $\frac{1}{2}$ @27; West Philadelphia, 90 $\frac{1}{2}$ @91; People's, 25 $\frac{1}{2}$ @26 $\frac{1}{2}$; Continental, 106@108.

Boston.—Atchison, Jewell County and Western 6s, 100 $\frac{1}{2}$; Atlantic and Pacific Block, 122; Atchison, Topeka and Santa Fe 6s, 1920, 98; do. 5s, 1898, 102 $\frac{1}{2}$; Atchison, Colorado and Pacific 6s, 1905, 102; Agricultural Branch 6s, 1884, 162 $\frac{1}{2}$; Atchison and Nebraska 7s, 1907, 120; Boston Land, 97 $\frac{1}{2}$; Boston Water Power, 11; Boston, Revere Beach and Lynn, 126; do. 6s, 1897, 116 $\frac{1}{2}$; Boston, Clinton, Fitchburg and New Bedford, pref., 127; Boston and Maine 7s, 1894, 127 $\frac{1}{2}$; Cedar Rapids and Missouri River, 149; Chicago and Eastern Illinois, 95 $\frac{1}{2}$; Central of Iowa 2d pref., 60; Chicago and West Michigan, 90; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 108 $\frac{1}{2}$; do. Wisconsin Valley div. 6s, 105; Cincinnati, Sandusky and Cleveland 2d 7s, 106; Cheshire pref., 59 $\frac{1}{2}$; do. 6s, 1896, 109 $\frac{1}{2}$; Chicago, Iowa and Nebraska, 154 $\frac{1}{2}$; Connotton Valley, 38; do. 7s, 1910, 100; Chicago and Southwestern 7s, 1899, guar., 121 $\frac{1}{2}$; Connecticut and Passumpsic Rivers 7s, 117; Detroit and Bay City 8s, 1903, guar., 112; Eastern (N. H.) R. R., 92; Flint and Pere Marquette, 35 $\frac{1}{2}$; do. pref., 96; Framingham and Lowell 5s, 98 $\frac{1}{2}$; Fort Scott Branch 7s, 1910, 111 $\frac{1}{2}$; Iowa Falls and Sioux City, 63 $\frac{1}{2}$; Jackson, Lansing and Saginaw 8s, 1885, white, 111 $\frac{1}{2}$; Kansas City, Fort Scott and Gulf, 96; do. pref., 130; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kalamazoo, Allegan and Grand Rapids, 8s, 1890, 115; Little Rock and Ft. Smith, 85; do. 7s, 117; Louisiana and Missouri River, 29; do. pref., 50; Michigan Air Line 8s, 1890, 118; Marquette, Houghton and Ontonagon, 76; do. pref., 125; do. 6s, 100; Massachusetts Central, 25; do. 6s, 97 $\frac{1}{2}$; Mexican Central Blocks, new series, 101; Maine Central, 40; New York and New England 6s, 109 $\frac{1}{2}$; Old Colony 7s, 1894, 127 $\frac{1}{2}$; Ogdensburg and Lake Champlain consol. 6s, 98 $\frac{1}{2}$; do. Income 6s, 68; Portsmouth, Gt. Falls and Conway, 80; Quincy, Alton and St. Louis 5s, 100; Republican Valley 6s, W. D., 105 $\frac{1}{2}$; do. E. D., 105 $\frac{1}{2}$; Rutland, 6 $\frac{1}{2}$; do. pref., 31 $\frac{1}{2}$; do. 6s, 102; do. 5s, 80; Summit Branch, 26 $\frac{1}{2}$; Sonora Block No. 4, 40; do. No. 3, 190; Toledo, Delphos and Burlington, 17; do. 6s, M. L., 63; do. Income Dayton div., 59; Vermont Central 8s, 1902, inc. and ext., 49 $\frac{1}{2}$; Vermont Central 7s, 1886, consol., 14 $\frac{1}{2}$; Wisconsin Central, 31 $\frac{1}{2}$; do. pref., 50 $\frac{1}{2}$; do. 1st Series, 77; do. 2d Series, 59 $\frac{1}{2}$; Massachusetts 6s, 1894, gold, 117; New Hampshire 6s, 1894, 124 $\frac{1}{2}$; Boston 6s, 1894, 125 $\frac{1}{2}$; do. 5s, 1882, 100 $\frac{1}{2}$; Portland 6s, 1907, 121 $\frac{1}{2}$; do. 6s, 1888, 111; Toledo 8s, 1893, 106; Aztec Mining Co., 75c; Allouez, 2 $\frac{1}{2}$; Blue Hill, 8; Catalpa, 2 $\frac{1}{2}$; Copper Falls, 8 $\frac{1}{2}$; Duncan, 2 $\frac{1}{2}$; Douglas, 8; Frank-

lin, 12 $\frac{1}{2}$; Harshaw, 9 $\frac{1}{2}$; Huron, 2 $\frac{1}{2}$; National, 25c; Osceola, 85 $\frac{1}{2}$; Pawabic, 16 $\frac{1}{2}$; Silver Islet, 42; Sullivan, 3.

Baltimore.—Atlanta and Charlotte, 82; do. 1st, 114; do. Income, 94; Atlantic Coal, 1.25; Baltimore and Ohio 1st pref., 123; Baltimore City 5s, 1890, 119 $\frac{1}{2}$; do. 5s, 1916, 123 $\frac{1}{2}$; do. 5s, 1900, 120 $\frac{1}{2}$; do. 5s, 1894, 117 $\frac{1}{2}$; do. 6s, 1890, 126; do. 6s, 1890, 119 $\frac{1}{2}$; do. 4s, 1920, 110 $\frac{1}{2}$; Charlotte Columbia and Augusta, 55 $\frac{1}{2}$; Consolidated Coal, 40; Canton Company 6s, 108 $\frac{1}{2}$; Greenville and Columbia 1st, 105 $\frac{1}{2}$; Maryland Defense 6s, 108 $\frac{1}{2}$; Norfolk and Western pref., 68; Norfolk Water 8s, 128; Ohio and Mississippi 1st, Springfield div., 117 $\frac{1}{2}$; Richmond and Danville, 99 $\frac{1}{2}$; do. bonds, 1885, 104; Richmond and Allegheny, 62; Virginia Peeters, 45; do. Peeler coupons, 20; Virginia 10-40 coupons, 96 $\frac{1}{2}$; Virginia and Tennessee 2 $\frac{1}{2}$, 105; Winchester and Potomac, 110 $\frac{1}{2}$; Wilmington, Columbia and Augusta, 6s, 114; Western Alabama 2d guar., 118; Wilmington and Weldon 7s, 120. The latest quotations are: Atlanta and Charlotte 1st, 115 $\frac{1}{2}$ @—; do. Income, 96@97; Baltimore and Ohio, 204@210; do. 6s, 1885, —@109 $\frac{1}{2}$; Cincinnati and Baltimore 7s, 116@—; Columbia and Greenville 1st, 105 $\frac{1}{2}$ @106; Consol. Coal, 42@43; Marietta and Cincinnati 1st, 121 $\frac{1}{2}$ @122; do. 2d, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do. 3d, 52@53; Northern Central, 5s, 1926, 100 $\frac{1}{2}$ @—; do. 6s, gold, 1904, —@117; Orange and Alex. 4th, 61@—; Orange, Alex. and Manassas 7s, 103 $\frac{1}{2}$ @—; Pittsburg and Connellsville 7s, 128@—; Richmond and Danville—bonds 1885, 103@103 $\frac{1}{2}$; Union Canal 6s, indorsed by Canton Co., 119 $\frac{1}{2}$ @—; Virginia and Tennessee 6s, 104@105; Western Maryland 1st unindorsed, 114 $\frac{1}{2}$ @—; do. 2d pref., 109 $\frac{1}{2}$ @112; Baltimore City 6s, 1890, —@119 $\frac{1}{2}$; do. 6s, 1900, 125 $\frac{1}{2}$ @126; do. 5s, 1894, 117 $\frac{1}{2}$ @117 $\frac{1}{2}$; do. 5s, 1900, 120@—; do. 5s, 1920, 110 $\frac{1}{2}$ @111; Virginia Consols, 85@85 $\frac{1}{2}$; do. 2d 44 $\frac{1}{2}$ @45; Virginia 10-40 bonds, 53 $\frac{1}{2}$ @54.

Right of Railroad Companies to take Timber, etc., from Adjacent Public Lands.

The Secretary of the Interior has addressed a letter to the Commissioner of the General Land Office relative to the right of railroad companies to take timber from public lands by virtue of the "right of way" act of 1875. The law referred to provides that any railroad company shall have the right to take from public lands adjacent to their road material, earth, stone, and timber necessary for construction purposes. The Secretary says that this law refers exclusively to contemplated or unconstructed roads. Companies have no right to take timber for repairs. Congress evidently meant timber standing or growing adjacent to the line, as distinguished from timber further off; hence, the nearest timber upon the public lands, measuring laterally from the line of road within the terminal thereof. To hold that timber in all instances must be taken from the nearest points to the road, measuring laterally from the line, would in many cases defeat the intention of Congress. Such would be the case in sections of country where no timber could be found for many miles on either side of the line. In such cases the Secretary is of opinion the law contemplates that timber may be taken from any point opposite the line within the terminal and

carried forward and distributed as required in construction. This right, however, is granted only to railroad companies organized according to the provisions of the act of 1875. No company has the power to "give general authority to the public" to cut timber from public lands.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.

PHILADELPHIA, May 2, 1881.

The Board of Directors have this day declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock of the Company, clear of all taxes, payable in cash on and after May 28 to stockholders as registered on the books at 3 P. M., April 30, 1881.

On May 28, dividends will be paid to women only; after that date, they must await their turn with other stockholders.

The Board have also instructed the Treasurer to give public notice that the stockholders will have the privilege of subscribing at par to the stock of the Company in the proportion of TWELVE AND ONE-HALF PER CENT. of the number of shares registered in their names April 30, 1881, and those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full prior to June 15, 1881, and no subscriptions will be received after that date. The privilege of taking new stock may be sold by any stockholder, and blank forms of allotment will be furnished upon application.

JOHN D. TAYLOR,
Treasurer.

Paine, Webber & Co.,

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(Members of the Boston Stock Exchange.)

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WM. A. PAINE, WALLACE G. WEBBER, C. H. PAINE.

Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15x23; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13 $\frac{1}{2}$ x22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 87 Bordentown, N. J.

CARD.

We have opened Stores at 115 LIBERTY ST., NEW YORK, and cor. of 7TH AV. & LIBERTY ST., (under 7th Av. Hotel) PITTSBURGH, for the convenience of those who wish to purchase our well known make of SCALES AND TESTING MACHINES of which we are the Sole Manufacturers.

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.
WM. C. SHELDON. WM. B. WADSWORTH.
GEO. E. SHELDON.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....	18,500,000	J. & J.	Jan. '81	Little Schuylkill.....	12,644,700	J. & J.	Jan. '81	Ware River.....	100	J. & J.	July '80
Ashelton.....	210,000	quarterly	May '81	Louisville & Nashville.....	18,130,000	F. & A.	Feb. '81	Warren (N. J.).....	1,900,000	A. & O.	Apr. '80
Atch. Top. & Santa Fe.....	10,400,000	quarterly	May '81	Louise, N. Alb. & Chi.....	3,000,000	J. & D.	Dec. '79	Warwick Valley.....	225,000	J. & J.	July '80
Atlantic and West Point.....	1,282,200	J. & J.	July '80	Lowell and Andover.....	500,000	J. & J.	July '80	Westchester & Phil. pref.....	821,300	J. & J.	July '80
Atlantic and St. Law.....	5,000,000	M. & S.	Sept. '80	Lowell and Lawrence.....	200,000	A. & O.	Aug. '78	West Jersey.....	1,559,750	F. & A.	Nov. '79
Augusta and Savannah.....	1,022,900	J. & D.	June '80	Lykens Valley.....	100,000	F.M.A.N.	Feb. '79	Wilmington & Weldon.....	1,455,200	J. & D.	Nov. '79
Avon, Genesee & Mt. M.....	225,000	A. & O.	Jan. '78	Manchester and Lew.....	1,000,000	M. & N.	May '81	Winchester & Potomac.....	180,000	J. & J.	Jan. '81
Baltimore and Ohio.....	14,716,800	M. & N.	May '81	Marionetta & Cincinnati.....	1,408,912	-	-	Winchester & Strasburg.....	500,000	J. & J.	Jan. '81
" " pref.....	4,569,578	J. & J.	Jan. '81	" " 1st pref.....	8,180,719	M. & S.	Sep. '66	Worcester and Nashua.....	1,780,800	J. & J.	Jan. '81
Washington Br.....	1,650,000	A. & O.	Apr. '81	" " 2d pref.....	4,460,385	M. & S.	Sep. '66				
Eerkshire.....	800,000	quarterly	Apr. '81	Massachusetts.....	400,000	F. & A.	Feb. '81	HORSE-POWER R.R.			
Boston and Albany.....	20,000,000	quarterly	Mar. '81	Memphis & Charleston.....	5,812,725	J. & D.	Jan. '69	Albany City.....	110,300	-	-
Bos. Clin., F. & N. Bed.....	1,297,600	-	-	Metropolitan Elevated.....	6,500,000	quarterly	Apr. '81	Baltimore City.....	1,000,000	J. & J.	Jan. '81
" " pref.....	1,750,100	-	-	Michigan Central.....	18,738,204	quarterly	May '81	Balt., Cat. & El. Mills.....	100	J. & J.	Jan. '80
Agricultural Br. guar.....	80,000	J. & D.	June '78	Middlesex Central.....	2,138,400	F. & A.	Feb. '81	Boston & Chelsea pref.....	121,000	A. & O.	Apr. '81
Bost. Conc. & Mont.....	800,000	M. & N.	May '81	Mill Creek & Minehill.....	323,375	J. & J.	Jan. '81	Broadway (Brooklyn).....	200,000	J.A.J.O.	Apr. '78
Boston and Lowell.....	3,250,000	J. & J.	Jan. '81	Mt. Hill & Schuyl. Hav.....	8,856,450	J. & J.	Jan. '81	Broadw. & 7th Av. (N.Y.).....	4,100,000	J.A.J.O.	Apr. '79
Boston and Maine.....	9,921,274	M. & N.	May '81	Missouri Pacific.....	2,416,000	quarterly	Apr. '81	Brooklyn & Hunter's Pt.....	400,000	A. & O.	Apr. '79
Boston and Providence.....	4,000,000	M. & N.	May '81	Mobile & Montgomery.....	2,794,900	F. & A.	Feb. '80	Brooklyn City.....	2,000,000	F.M.A.N.	Aug. '79
Attleborough Branch.....	131,700	J. & J.	Jan. '81	Morris and Essex.....	15,000,000	J. & J.	Jan. '81	Bushwick (Brooklyn).....	309,000	J. & J.	July '79
Bost. Revere B. & Lynn.....	350,000	J. & J.	Jan. '81	Mt. Carbon & Pt. Carbon.....	282,350	J. & J.	Jan. '81	Jambridge.....	903,000	J.A.J.O.	Apr. '81
Buffalo, N. Y. and Erie.....	960,000	J. & D.	Dec. '80	Nashua and Lowell.....	800,000	M. & N.	May '81	Cen. Park, N. & E. Riv.....	1,088,400	J. & J.	Jan. '79
Burl. & Mo. Riv. in Neb.....	8,837,800	quarterly	Feb. '80	Nashua and Rochester.....	1,305,800	A. & O.	Apr. '81	Citizens' (Phil.).....	50,000	J. & J.	Jan. '78
Camden and Atlantic.....	877,400	quarterly	Apr. '80	Nashville and Decatur.....	1,529,000	J. & D.	Dec. '79	Citizens' (Phg.).....	50,000	M. & N.	Nov. '77
" " pref.....	838,311	quarterly	Apr. '80	Nash., Chat. & St. Louis.....	6,575,298	A. & O.	Jul. '80	Coney Island & Brookl.....	800,000	A. & O.	Oct. '80
Camden & Burl. Co.....	381,925	J. & J.	Jan. '81	Naugatuck.....	2,000,000	J. & J.	Jan. '81	Continental (Phila.).....	180,000	J. & J.	Jan. '81
Orpe May and Millville.....	44,000	J. & D.	June '80	Newburgh Valley.....	1,000,000	M. & S.	Mar. '81	D. Dock, E. Bd. & Bat.....	1,200,000	F.M.A.N.	May '79
Catawissa.....	1,159,500	Oct. ber	Oct. '80	N. Castle & Beaver Val.....	1,800,000	quarterly	July '80	Elizabeth Avenue (N.Y.).....	1,000,000	J. & J.	Jan. '79
" " pref.....	2,200,000	M. & N.	May '81	N. Haven & Northamp.....	605,000	quarterly	Oct. '74	Elizabeth and Newark.....	200,000	-	-
" " 2d pref.....	1,000,000	M. & N.	Jan. '81	New London Northern.....	1,413,800	quarterly	Oct. '80	2nd St. & G. St. Ferry.....	745,000	M. & N.	May '79
Cayuga and Susq.....	889,110	J. & J.	Jan. '80	N.Y. Cen. & Hudson R.....	80,428,380	quarterly	Apr. '81	Frankl. & Southw. (Ph.)	600,000	A. & O.	Apr. '80
Cedar Rapids & Mo. R.....	6,860,400	F.M.A.N.	May '81	New York and Harlem.....	3,600,000	J. & J.	Jan. '81	Germantown (Ph.).....	1,000,000	J. & J.	July '80
" " pref.....	769,600	F. & A.	Feb. '81	" " City Line.....	1,500,000	J. & J.	Jan. '81	Girard College (Ph.).....	500,000	J. & J.	July '81
Central of Georgia.....	7,500,000	J. & D.	June '80	New York & Long Br.....	2,000,000	annually	Apr. '81	Grand St. and Newton.....	170,000	J. & J.	July '71
Central of New Jersey.....	18,563,200	quarterly	Apr. '78	New York Lake Elevated.....	6,500,000	quarterly	Oct. '79	Green & Coates St. (Ph.)	500,000	J. & J.	July '79
Central Ohio.....	2,425,000	J. & J.	Jan. '81	N.Y., York Erie & West.....	17,107,700	quarterly	Apr. '81	Heston, Mantau & Fairm.....	2,050,000	J. & J.	Jan. '81
" " pref.....	400,000	J. & J.	Jan. '81	" " pref.....	8,146,700	-	-	Highland.....	600,000	J. & J.	Jan. '80
Central Pacific.....	54,275,500	F. & A.	Feb. '81	N. Y., N. H. & Harf.....	15,500,000	J. & J.	Jan. '81	Lomb. & South Sta. (Ph.)	105,000	A. & O.	Oct. '79
Chemung.....	380,000	quarterly	July '80	N. Y. Provid. & Boston.....	3,000,000	quarterly	May '81	Lynn and Boston.....	200,000	M. & N.	May '81
Cheshire, preferred.....	2,155,300	J. & J.	July '80	N. Y. Bridge & Canand.....	1,000,000	J. & J.	July '80	Malden and Melrose.....	200,000	-	-
Chesapeake and Alton.....	10,065,400	M. & S.	Mar. '81	North Carolina.....	4,000,000	M. & S.	Mar. '80	Metropolitan (Boston).....	1,500,000	J. & J.	Jan. '81
" " pref.....	2,425,400	M. & S.	Mar. '81	N. Eastern (S. C.) pref.....	90,000	M. & N.	Nov. '77	Middlesex (Boston).....	550,000	M. & N.	Oct. '81
Chicago, Burl. & Quincy.....	31,004,450	A. & O.	Apr. '79	North Pennsylvania.....	4,827,150	quarterly	May '81	N. Y. Bay Ridge & Jam.....	102,540	-	-
Chi. Clin., Dub. & Minn.....	6,156,000	A. & O.	Apr. '79	Northern Central.....	5,842,000	A. & O.	Jan. '81	Ninth Avenue (N. Y.).....	177,320	-	-
Chicago, Iowa & Nebraska.....	6,916,200	J. & J.	Jan. '81	Northern New Hampshire.....	2,088,400	J. & D.	June '81	Orange and Newark.....	282,555	-	-
Chi. Mil. and St. Paul.....	15,504,251	A. & O.	Apr. '81	Northern New Jersey.....	1,000,000	J. & J.	July '79	People's (Phila.).....	206,054	-	-
" " pref.....	12,278,450	A. & O.	Apr. '81	Ordnish & Worcester.....	2,804,400	J. & J.	Jan. '81	Philadelphia City.....	475,000	J. & J.	Jan. '81
Chicago & N. Western.....	14,988,327	J. & D.	Dec. '80	Gowenlock & L. Chmpt.....	3,077,000	J. & J.	July '78	Philadelphia and Darby.....	200,000	J. & J.	Jan. '77
" " pref.....	21,626,358	quarterly	May '81	" " pref.....	2,000,000	A. & O.	Apr. '78	Phila. and Grey's Ferry.....	284,775	J. & J.	Jan. '78
Chicago, R. I. & Pacific.....	50,000,000	quarterly	May '81	Ohio and Mississippi.....	20,000,000	quarterly	Mar. '78	Phg. Alleg. & Manchester.....	200,000	quarterly	Apr. '78
Chicago & West Mich.....	6,151,000	F. & A.	Feb. '81	" " pref.....	4,030,000	J. & D.	Mar. '78	Ridge Avenue (Ph.).....	750,000	A. & O.	Apr. '80
Chi. Ham. & Dayton.....	3,800,000	A. & O.	Oct. '80	Old Colony.....	7,133,800	J. & J.	Jan. '81	Second Avenue (N. Y.).....	1,199,500	J.A.J.O.	Apr. '78
Cin. Sand. & Cleve. pref.....	429,037	M. & N.	May '81	Oregon Railway & Nav.....	4,455,000	quarterly	May '81	Second & Third St. (Ph.)	982,100	quarterly	Jan. '79
Cleve. Ool. Ctn. & Ind.....	14,991,900	F. & A.	Feb. '81	Owego and Syracuse.....	482,400	F. & A.	Aug. '81	17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78
Cleveland & Mahoning.....	2,057,569	M. & N.	Nov. '79	Pauama.....	7,000,000	quarterly	May '81	Sixth Avenue (N. Y.).....	750,000	M. & N.	Nov. '77
Cleveland & Pittsburgh.....	11,236,150	quarterly	Mar. '81	Paterson and Hudson.....	632,000	J. & J.	Jan. '81	Jomerville (Boston).....	115,000	M. & N.	May '81
Columbus and Xenia.....	1,786,200	M.J.S.D.	Jun. '81	Paterson and Newark.....	250,000	J. & J.	Apr. '81	South Boston.....	700,000	J. & J.	Jan. '81
Colum. & Hooking Val.....	2,500,000	F. & A.	Feb. '81	Paterson and Ramapo.....	248,000	J. & J.	Apr. '81	Third Avenue (N. Y.).....	2,000,000	F.M.A.N.	Nov. '80
Concord.....	1,600,000	M. & N.	May '81	Pemb. & Hightstown.....	842,150	J. & J.	May '81	13th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '81
Concord and Port.....	350,000	J. & D.	Oct. '80	Pennsylvania.....	38,870,200	M. & N.	May '81	23d street (N. Y.).....	600,000	J. & J.	Jan. '79
Conn. & Passump Riv.....	2,175,700	F. & A.	Feb. '81	Peoria & Bureau Val.....	1,200,000	F. & A.	Feb. '81	Union (Boston).....	874,200	J. & J.	Jan. '80
Connecticut River.....	2,000,000	J. & J.	Jan. '81	Philadelphia and Erie.....	6,004,800	J. & J.	Jan. '81	Union (Phila.).....	400,000	J. & J.	July '80
Cumberland Valley.....	1,292,950	J.A.J.O.	Jan. '81	" " pref.....	2,400,000	J. & J.	Jan. '81	West Philadelphia.....	400,000	J. & J.	July '77
" " 1st pref.....	243,900	A. & O.	Oct. '80	Phil. Ger. & Norristown.....	1,626,250	M.J.S.D.	Mar. '81	CANALS.			
" " 2d pref.....	243,000	A. & O.	Oct. '80	Philadelphia & Reading.....	32,726,875	quarterly	Jan. '78	Cheapeake & Delaware.....	1,983,563	J. & D.	June '78
Danbury and Newark.....	600,000	quarterly	June '81	" " pref.....	1,651,800	quarterly	July '78	Delaware Division.....	50	.....	Feb. '81
Dayton & Michigan.....	2,401,528	A. & O.	Oct. '80	Phila. and Trenton.....	1,259,100	quarterly	Apr. '81	Delaware and Hudson.....	20,000,000	.....	June '81
" " pref.....	1,211,250	quarterly	Jan. '81	Phila. Wil. & Balt.....	11,572,700	J. & J.	Jan. '81	Delaware and Raritan.....	1,847,400	quarterly	Apr. '81
Delaware.....	2,123,950	J. & J.	Jan. '81	Pittsb., Ft. W. & Chi.....	16,714,285	quarterly	Apr. '81	Lehigh Coal & Navigat.....	10,848,550	J.S.D.M.	Sept. '76
Del. & Bound Brook.....	1,584,400	quarterly	May '81	" " Special Imp.....	6,504,200	quarterly	Apr. '81	Monongahela Navigat.....	1,003,500	J. & J.	July '79
Del. Lackaw. & Westn.....	26,200,000	quarterly	Apr. '81	Pittsfield & N. Adams.....	450,000	J. & J.	Jan. '80	Morris (consolidated).....	1,925,000	F. & A.	Feb. '78
Detroit, Lans. & Nor.....	1,825,000	F. & A.	Aug. '80	Port, Saco & Fortsum.....	1,500,000	J. & J.	July '80	" (preferred).....	1,175,000	-	-
" " pref.....	2,603,883	F. & A.	Feb. '81	Profile and Franconia.....	100,000	Annual	Nov. '80	Pennsylvania.....	4,837,950	-	-
Dubuque & Sioux City.....	6,000,000	A. & O.	Apr. '81	Providence and Worcester.....	2,000,000	J. & J.	Jan. '81	Schuyl. Nav. (common).....	1,908,207	annually	A. '79
Dub. Pennsylvanias.....	1,209,200	J. & J.	Jan. '81	Republican Valley.....	858,000	quarterly	Feb. '80	" (pref.).....	2,898,977	annually	A. '90
East Mahanoy.....	392,950	A. & O.	Apr. '81	Rensselaer & Saratoga.....	6,000,000	J. & J.	Jan. '81	MISCELLANEOUS.			
East Tenn. Va. & Ga.....	5,000,000	A. & O.	Apr. '81	Rhode Island & Mass.....	175,575	-	-	Adams Express.....	12,000,000	quarterly	May '81
Eastern (Mass.).....	4,997,000	J. & D.	Dec. '80	Richmond & Petersb.....	1,008,000	J. & J.	Jan. '81	American Express.....	15,000,000	J. & J.	Jan. '81
Eastern (N. H.).....	492,000	J. & D.	Dec. '80	Roch. & Genesee Val.....	555,200	J. & J.	Jan. '79	Amesqueb Manuf. Co.....	2,000,000	J. & D.	Dec. '80
Eel River.....	8,000,000	-	-	Rome, Watert. and Ogd.....	2,968,900	J. & J.	July '78	Calumet and Hecla Mining.....	100,000 B.	F.M.A.N.	May '81
Elmira, Jof. & Canand.....	600,000	Sept.	Sept. '80	Rutiana preferred.....	4,188,700	F. & A.	Feb. '78	Central Mining Co.....	100,000	Annual	Feb. '81
Elmira & Williamsport.....	500,000	M. & N.	Nov. '80	St. L. Alf. & T. Haute.....	2,300,000	-	-	Consolidation (Md.) Coal.....	10,250,000	M. & S.	Jan. '81
" " pref.....	800,000	J. & J.	Jan. '81	St. L. Mt. & South.....	14,245,950	F. & A.	Feb. '78	George's Creek O. & L.....	100,000	J. & J.	Aug. '80
Erie and Pittsburgh.....	1,090,250	quarterly	Sept. '81	Salem and Lowell.....	2,438,500	M. & S.	Sept. '80	Gold and Stock Tel.....	2,500,000	quarterly	Oct. '79
Fitchburg.....	4,500,000	J. and J.	Jan. '81	Schuylkill Valley.....	578,050	J. & J.	Jan. '81	Maryland Coal.....	4,400,000	F. & A.	Feb. '79
Frankfort and Kokomo.....	800,000	J. and J.	July '81	Seaboard and Roanoke.....	1,151,400	M. & N.	May '80	Mariposa Gold.....	2,836,000	.....	-
Georgia.....	4,300,000	J. and J.	July '81	Shenokin V. & Pott.....	839,450	F. & A.	Aug. '80	" " pref.....	5,683,400	-	-
Hannibal & St. Jo. pref.....	5,185,024	F. & A.	Feb. '81	Shore Line.....	95,800	J. & J.	July '80	Missouri Val. Land Co.....	200,000	M. & S.	Jan. '81
Harrisburg & Lancaster.....	1,182,500	J. & J.	Jan. '81	Sioux C. & Pacific pref.....	169,000	A. & O.	Apr. '81	Moungona Coal Co.....	305,200	quarterly	Mar. '80
Houston, pref.....	1,180,000	quarterly	Apr. '81	South Branch (N. J.).....	438,300	J. & J.	July '78	National Tube Works.....	1,000,000	quarterly	Apr. '81
Illinois Central.....	39,000,000	M. & S.	Mar. '81	South Western (Ga.).....	5,892,200	J. & D.	June '79	Pacific Mail Steamship.....	20,000,000	M.J.S.D.	Sept. '80
Iowa Falls & Sioux City.....	4,625,000	quarterly	June '81	Sticksbridge and Pitt.....	445,700	J. & J.	July '79	Pennsylvania Coal.....	60,000,000	F.M.A.N.	May '81
Iowa Railroad Land Co.....	7,030,000	quarterly	May '81	Summit Branch.....	412,000	F.					

	Burl., C. Rapids & Nor.	January	February	March	April	May	June	July	August	September	October	November	December	Total
1890.....	184,316	165,170	188,325	141,659	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,069	2,063,131	
1891.....	167,750	134,510	148,551	141,690										
Central Pacific:														
1879.....	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163	
1880.....	1,200,614	1,070,467	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424	
1891.....	1,603,907	1,400,000	1,643,000	1,874,000										
Chicago and Alton:														
1879.....	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677	
1880.....	534,054	497,013	626,473	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226	
1891.....	487,890	461,641	511,415	548,675										
Chicago and Northwestern:														
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372	
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,878,608	1,683,000	1,716,881	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684	
1891.....	1,222,250	957,300	1,162,369	1,454,361										
Chicago, Burl. & Quincy														
1879.....	1,106,098	929,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715	
1880.....	1,300,239	1,180,553	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341,890	
Chicago, Mil. & St. Paul:														
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,098,000	1,026,000	991,000	1,257,000	1,494,000	1,479,000	1,426,000	13,114,810	
1891.....	991,000	683,000	917,000	1,260,000										
Chicago, St. Paul, Minn. & Omaha:														
1880.....	105,405	92,044	134,134	259,208										
1891.....	128,555	101,965	166,999	253,677										
Cin., Ind., St. L. and Chicago:														
1880.....	155,697	172,541	198,220	168,199										
1891.....	171,466	160,981	185,004	175,484										
Clev., Col., Cin. & Ind.:														
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	497,824	426,327	368,714	348,092	4,440,514	
1891.....	299,903	271,176	344,602	347,093										
Denver and Rio Grande:														
1880.....	124,093	128,291	168,961	164,883										
1891.....	307,476	317,681	396,493	433,212										
Dubuque and Sioux City:		</												

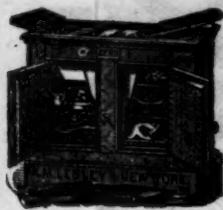
COUNTERFEIT NOTE LIST.

Boston, Mass.	National Eagle	Letter A, July 1, 1865.	(Photographed.)	Philadelphia, Pa.	Fourth	Letter A, March 10, 1865.
				Portland, Conn.	First	" A, May 10, 1865.
				Utica, N. Y.	City	" B, Aug 19, 1865.
				Utica, N. Y.	Oneida	" " " " " "
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.		Albany, N. Y.	Merchants	Bank No. Treasury No.
*Linderpark, N. Y.	National Union	" " " "		Barre, Vermont	Nat. B'k of Barre	769 to 766 45,195 to 45,202
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.		Boston, Mass.	Nat. H. & Leather	911 to 936 932,805 to 932,830
New York, N. Y.	Ninth	" A, Jan. 2, 1865.		New York City	Third Nat. Bank	11,919 to 11,972 32,900 to 22,953
New York, N. Y.	Marine	" A, July 1, 1865.				9,414 to 9,428 644,416 to 644,430
New York, N. Y.	Market	" " " "				
New York, N. Y.	St. Nicholas	" " " "				
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.				
Philadelphia, Pa.	Sixth	" A, July 1, 1865.				
Amsterdam, N. Y.	Manufacturers	Letter B, April 15, 1875.				
Aurora, Ill.	First	" A, Nov. 2, 1863.				
Boston, Mass.	Globe	" " " "				
Boston, Mass.	Pacific	" B, Series, 1875.				
Canton, Ill.	First	" A, May 21, 1864.				
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.				
*Cecil, Ill.	First	" A, May 10, 1865.				
Chicago, Ill.	First	" " " "				
Chicago, Ill.	Central	" " " "				
Chicago, Ill.	Merchants	" " " "				
Chicago, Ill.	Traders	" " " "				
Chicago, Ill.	German	" A, March 10, 1865.				
Chicago, Ill.	Union	" " " "				
Dedham, Mass.	Dedham	" B, Series 1875.				
Fall River, Mass.	Pocasset	" C, Jan. 2, 1865.				
*Galena, Ill.	First	" A, May 10, 1865.				
Hanover, Pa.	First	" D, Feb. 20, 1864.				
Jackson, Mich.	People's	" D, Oct. 2, 1865.				
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.				
Montpelier, Vt.	Montpelier	" A, Series 1875.				
New Bedford, Mass.	Merchants	" C, Feb. 14, 1865.				
No. Hampton, Mass.	First	" C, May 2, 1865.				
Paxton, Ill.	First	" A, Oct. 20, 1871.				
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.				
Perru, Ill.	First	" A, June 2, 1864.				
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.				
Southbridge, Mass.	Southbridge	" B, May 10, 1875.				
Tamaqua, Pa.	First	" B, July 1, 1865.				
Troy, N. Y.	National State Bank	" A, May 10, 1865.				
Virginia, Ill.	Farmers	" " " "				
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.				
		Bank No. Treasury No.				
Osgae, Iowa	Osgae National Bank	1,751 to 2,200 560,958 to 561,407				
Pontiac, Ill.	Nat. Bank of Pontiac	741 to 765 252,111 to 252,135				
Albany, N. Y.	Albany City	Letter A, July 20, 1865.				
Auburn, N. Y.	Auburn City	" A, July 20, 1865.				
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.				
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.				
Lockport, N. Y.	First	" A, Feb. 20, 1865.				
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.				
Newburgh, N. Y.	Highland	" A, July 1, 1865.				
New York, N. Y.	American	" A, May 12, 1865.				
New York, N. Y.	Marine	" A, July 1, 1865.				
New York, N. Y.	Market	" " " "				
New York, N. Y.	Mechanics	" " " "				
New York, N. Y.	Nat. Bank of Commerce	" " " "				
New York, N. Y.	Nat. Bank State of N. Y.	" " " "				
Philadelphia, Pa.	First	" B, Feb. 20, 1864.				
Philadelphia, Pa.	Third	" " " "				
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.				
Poughkeepsie, N. Y.	City	" A, July 4, 1865.				
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.				
Red Hook, N. Y.	First	" A, Feb. 20, 1865.				
Richmond, Ind.	Richmond	" A, March 15, 1873.				
Rochester, N. Y.	Flour City	" A, July 1, 1865.				
Rome, N. Y.	Central	" A, May 12, 1865.				
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.				
Troy, N. Y.	Mutual	" A, May 10, 1865.				
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.				
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.				
		Bank No. Treasury No.				
Albany, N. Y.	Merchants	759 to 766 45,195 to 45,202				
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830				
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 32,900 to 22,953				
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430				
Indianapolis Ind.	First	Letter A, Nov. 2, 1863.				
New York, N. Y.	First	" B, July 19, 1865.				
New York, N. Y.	Market	" B, Jan. 19, 1865.				
New York, N. Y.	Merchants	" B, July 19, 1865.				
New York, N. Y.	Nat. Bank of Commerce	" " " "				
New York, N. Y.	Nat. Shoe & Leather	" " " "				
New York, N. Y.	Tradesmen's	" B, " " "				

It has been decided to broaden the gauge of the Toronto and Nipissing Railway from its present width of three feet six inches to the standard of four feet eight and one half inches by the laying of a third rail. The rails have been ordered from England the first shipment to be made in July. The change will be effected in time for the fall traffic, and by the method adopted no interruption will occur in the operation of the road.

The Wooster and Lake Erie Railroad, recently incorporated, will extend from Wooster, Ohio, to Russell Station, the junction of the New York, Pennsylvania and Ohio, and the Cleveland, Tuscarawas Valley and Wheeling Railroads, a distance of 13 miles. The capital is \$30,000, in shares of \$50 each.

LELAND HOTEL, CHICAGO, ILL., FINEST location in the city, corner Michigan avenue and Jackson street; fronting on the beautiful lake and park; two blocks from the Custom House and Post-office. Newly furnished and reconstructed. American plan. Popular prices, \$3 and \$3 50 per day. WARREN F. LELAND, Proprietor, late of Delavan House, Albany.



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DETROIT AND BAY CITY R. R. BONDS.

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SCIOTO VALLEY R. R. FIRST 7s, DUE 1896.
SCIOTO VALLEY R. R. CONSOL. 7s, DUE 1910.
CAR TRUST CERTIFICATES.
CINCINNATI GOLD 6s, DUE 1906.
COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

D. A. Easton,

With BOODY, McLELLAN & CO.,
58 BROADWAY, N. Y.

Brown, Brothers & Co.,
NO. 59 WALL ST., N. Y.

BUY AND SELL

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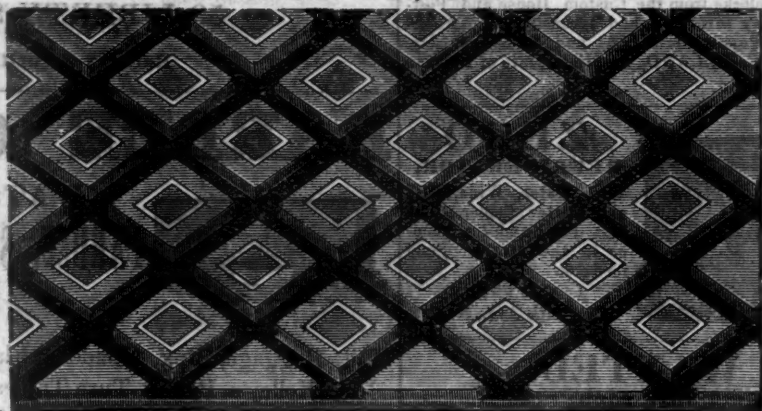
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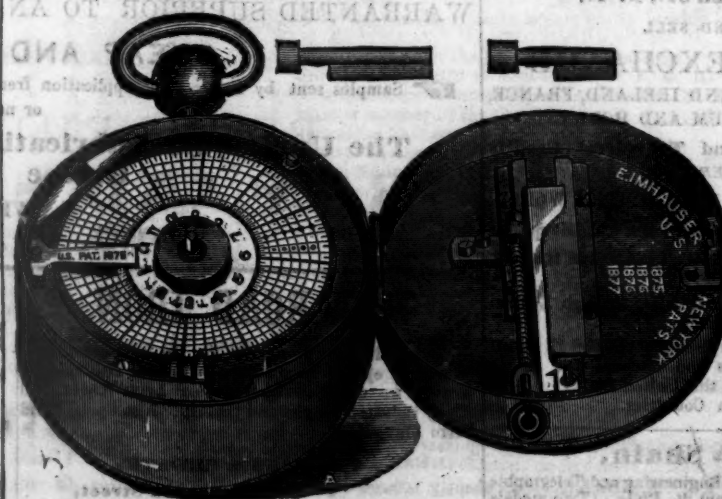
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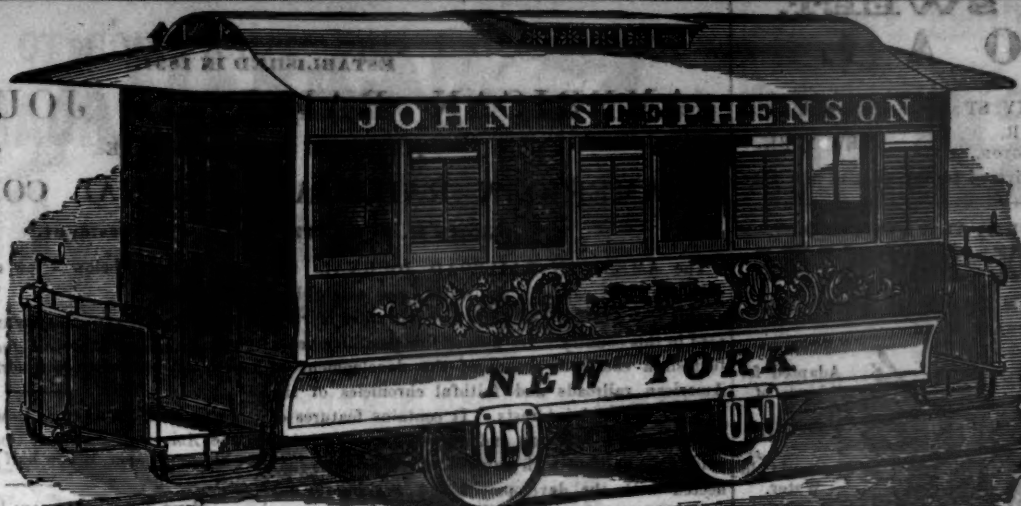
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